COACH AND BUS WEEK

The PSV Industry's News Weekly

ISSUE 55 MARCH 6 1993

NICE ON ICE

Setra freezes out competition at 12° below

LEICESTER CITYBUS UP FOR GRABS

Bidders queue to buy municipal on open market .....Page 5

MINISTER EXPLAINS LOCAL BUS SELL-OFF

Roger Freeman to speak at major industry conference .....Page 9

NATIONAL EXPRESS PLANS BIG SPEND

Details of £1 million advertising budget revealed .....Page 7

REGULARS

P3.....COMMENT
P4-14.....NEWS
P17.....MARKSMAN
P19.....DIARY
P20 & 22.....LETTERS
P24 & 25.....LICENSING & LEGAL
P26-30..... ARCTIC TEST
P33-37.....TOURISM
P51.. .....MOVES

An Emap business publication

Carlton P S V

at Junction 1 on the M18 Motorway

NEOPLAN

SALES • SERVICE • PARTS

DAF

1983 SB BERKHOF ESPRIT, 8.6 litre, ZF 6 sp gearbox, 53 recliners, footrests, courier seat, radio/PA/cassette, power door, driver's bunk, MoT Apr '93. Stock No. 2103.

LEYLAND

1982 TIGER PLAXTON VIEWMASTER, 53 seats, semi automatic gearbox, power door, radio, autumn tint moquette, exterior cream and brown, MoT 8 Dec '93. Stock No. 3106.

VOLVO

1974 B58 PLAXTON ELITE III with Mk IV front, 51 seats, radio, side lockers, MoT March 1993. Stock No. 2094.

1983 B10M DUPLE LASER, 12 metre, 57 seater, PA/radio/cassette, 6 speed ZF manual gearbox, power door, MoT 19.07.93. Stock No. 1074.

TOYOTA

1989 CAETANO OPTIMO, 18 seater, armrests, curtains, carpet, hot drinks facility, power door, boot, MoT July '93. Stock No. 2098.

NEOPLAN

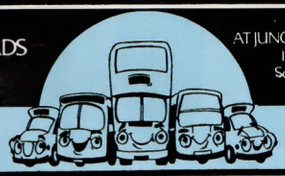
1987 JETLINER, 11 litre, Scania engine and manual gearbox. This vehicle has just been extensively refurbished inside and out in our workshops. Now fitted with the new style Neoplan front, 49 newly remoquetted reclining seats, courier seat, rear floor mounted toilet, and rear full height continental door. To be sold with cherished number plates, finished in attractive light bronze with colour co-ordinated stripes, recently MoT'd. Stock number 2087.....**£49,500**

1983-87 SKYLINERS MERCEDES V10 ZF manual gearboxes, 71-77 seats, toilet, water boilers, 2 tables, various specifications .....**from £40,000**

MINIBUS

1989 TALBOT PEUGEOT TRIAXLE PULLMAN EXPRESS, 2.5 Diesel, 22 seats, plus 7 standees, Pullman body, DipTac specification, power door, destination box and gear, MoT September '93. Stock No. 2089.

ALL ROADS LEAD TO



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THE BUS & COACH MART

– Where YOUR PCV's are sold at YOUR PRICES

1988 NEOPLAN SKYLINER MERCEDES V10 ZF MANUAL, 75 recliner seats plus courier, toilet, water boiler, fridge, 2 tables etc. new MoT .....**POA**

1988 DUPLE 425 INTEGRAL 7 SPD MANUAL CUMMINS L10, 51 reclining + courier, central toilet, servery, drinks machine & fridge, central continental door, white exterior, choice of 2, MoT Dec '93/Jan '94. Stock Nos MO57/MO58. .....**POA**

1988 DUPLE 425 INTEGRAL AUTOMATIC CUMMINS L10, 50 recliners + courier, rear toilet, servery, drinks machine & fridge, rear continental door, white exterior, MoT Jan '94. Stock No MO56 .....**POA**

1974 BEDFORD YRT (500 engine), PLAXTON ELITE III, 53 seats, power door, side locker, red interior, two tone green and red exterior, MoT 30.09.93. Stock No. MO55.....**£1,800**

1986 LEYLAND TIGER 245 PLAXTON 3500, ZF 6 sp gearbox, 49/51 reclining seats, footrest, courier seat, rear cont. door, power door, grey interior, orange curtains, MoT April '93. Stock No. MO53 .....**£43,500**

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MOSELEY

1988 VOLVO B10M GT JONCKHEERE JUBILEE P599 12M, 49 recliners, grey moquette, centre sunken toilet, continental door, double glazed side windows, curtains, driver's berth, water boiler, coolbox, monitor/video, TELMA retarder, white/blue/orange.
M.O.T. MARCH 1994

1988 BOVA (November) FUTURA FHD 12.290 INTEGRAL 12M, 49 str, red moquette (44 recliners + 5-way fixed at rear) centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, white/orange/yellow.
M.O.T. NOV 1993

1985 DAF SB2300 JONCKHEERE JUBILEE P599 12M, 49 recliners, grey/orange moquette, centre sunken toilet, continental door, berth, courier seat, water boiler, fridge, splitter gearbox, white/red/gold.
M.O.T. APRIL 1993

AVAILABLE NOW NEW BOVA FUTURA FHD 12.290 INTEGRAL 12M – 51/55 Seats

1984 NEOPLAN SKYLINER (MERCEDES V10) DOUBLE DECK, 71 recliners, recently retrimmed grey/blue moquette, toilet, servery, manual ZF gearbox, recent replacement engine, all blue.
M.O.T. JAN. 1994.

1984 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/brown stripe moquette, rear sunken toilet, coffee machine, fridge, cream/maroon.
M.O.T. JAN 1994

1984 DAF SB2300 JONCKHEERE JUBILEE P50 12M, 49 recliners, brown/beige/red moquette, rear floor mounted toilet, continental door, driver's berth, water boiler, white/beige/brown.
M.O.T. JULY 1993

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M, 51/55 str, grey/red moquette, demountable centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, coolbox, wired for colour monitor/video, white/silver/blue.
M.O.T. FEB 1994

1985 BOVA FUTURA FHD 12.280 INTEGRAL 12M, 48 recliners, brown moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's berth, water boiler, coolbox, wired TV/video, Webasto, cream/green/red.
M.O.T. JAN 1994

1989 BOVA FHD 12.290 INTEGRAL 12M, 51 seats grey/red moquette (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, cream/orange.
M.O.T. MARCH 1994

1987 DAF DKVL PLAXTON PARAMOUNT 3500 12M, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired TV/video, TELMA retarder, ABS anti-lock braking, cream/duo blue.
M.O.T. MAY 1993

AVAILABLE NOW NEW TOYOTA CAETANO OPTIMO II 21 Seaters Choice of Interior Colours

1989 LEYLAND TIGER (260 BHP) PLAXTON PARAMOUNT 3200 12M, 53 recliners, brown/beige/orange moquette, double glazed tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow.
CHOICE OF 2 IDENTICAL VEHICLES.
M.O.T. OCT 1993

1986 LEYLAND ROYAL TIGER DOYEN INTEGRAL 12M, 47 recliners, brown/beige moquette, centre sunken toilet, power operated continental door, double glazed side windows, pull-down blinds, power entrance door, water boiler, coolbox, courier seat, wired TV/video, white/green/orange.
M.O.T. FEB 1994

1989 LEYLAND TIGER (CUMMINS L10) PLAXTON PARAMOUNT 3200 12M, 53 recliners, brown/beige/orange moquette, double glazed tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow.
CHOICE OF 3 IDENTICAL VEHICLES.
M.O.T. 1993/94

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In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

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MOSELEY

COACH AND BUS WEEK
The PSV Industry's News Weekly
ISSUE 55 MARCH 6 1993

While readers' reaction to *Coach and Bus Week* editorial is always very welcome, it is far more gratifying when we receive overwhelming response to issues raised in our letters pages.

Reaction to the Mark Hodge letter (*Coach and Bus Week*, February 20) has been spontaneous.

Mark had sufficient strength of conviction to put pen to paper and voice concerns which have received hearty support from his colleagues around the country. This week we print just a sample of the correspondence generated. A full page of Mark Hodge replies is no more than the tip of the iceberg. Some operators wished to remain anonymous, but all agreed with his sentiments - though some misunderstood his motivation.

His was a considered commentary on the state of the industry and not an ill-judged attack on a certain section. Nobody would be so ill-advised as to attack the "one-man band" of PSV operators with accusations of running unprofessional businesses. Nothing could be further from the truth. There are many shining examples of small companies with a proud record of providing excellent service with well-maintained vehicles.

While it is human nature to search for a scapegoat, it is unfortunate that a perceived decline in standards of enforcement appears to lie at the root of the problem

However, there is an undercurrent of concern which has troubled established operators for some time. It arises out of hard times. Margins are reduced and investment in new vehicles stifled. For many this is new uncharted territory which threatens their future security.

While it is human nature to search for a scapegoat, it is unfortunate that a perceived decline in standards of enforcement appears to lie at the root of the problem.

Some say that it is far too easy to obtain an O-licence. Others say the traffic commissioners lack teeth. What we are all saying with one voice is that the coach and bus industry stands and falls by its standards of quality, service and safety.

The *Coach and Bus Week* Telma safety awards (now merged with the highly respected ROSCO scheme) has one key aim - to promote the industry's excellent record. We stand by our support for the thousands of operators who daily fly the flag.

Yet, if a serious problem is emerging, something must be done to rectify it now before the image of the industry is damaged. That, after all, is Mark Hodge's main concern.

Nobody wants to discourage new entrants or threaten to take away an operator's livelihood. But there must be equitable and enforced standards applied to operators large or small.

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DIGEST

COACH AND BUS WEEK ENDING 6 MARCH 1993

■ **Trent Buses is switching back to Volvo** with an order for 28 B10B single deckers - after two years of buying Optare Deltas, which have formed the backbone of Trent's Rainbow services. Page 6.

■ **A £1 million marketing campaign** including TV sponsorship was launched by National Express this week with a series of roadshows for its operators. Page 7

■ **Public transport minister Roger Freeman** is to make the Government's first public statement on the privatisation of local authority-owned bus companies during a conference staged by Coach and Bus Week in association with Capita Corporate Finance and solicitors Barnett Alexander Chart, at the New Connaught Rooms in London's Covent Garden on April 28. Page 9

■ **Jonckheere is the latest coachbuilder** to gain the ECE R66 roll-over certificate for its Deauville range on a variety of chassis. The Belgian manufacturer is believed to be the first the test roll a coach rather than rely on computer simulation. Page 10

■ **Competition on Hull to Withernsea services** ended last week with the purchase by the Hull-based EYMS Group of the bus operations of Connor and Graham of Easington. Page 13

■ **A coach operator has been fined £400** after one of his coaches with 28 pensioners aboard careered out of control down a hill and crashed into a wall. Geoffrey Wilkins of Torbay Luxiline was found guilty of using a vehicle with defective brakes. Page 14

COACH AND BUS EVENTS:

- **March 15-19: Basic scheduling course, Chesterfield Hotel, Chesterfield. Ann Burton, QV Associates, tel 0527 893991.**
- **March 27: The Future For Public Transport In The West Midlands - RTPI/CIT/RICS one-day joint regional conference on transport and planning, Birmingham Polytechnic, tel Elaine Taylor on 021 331 5112.**
- **March 30-April 1: The Intelligent Public Transport System - Practical Applications of Information Technology, 24th Annual Public Transport Symposium, University of Newcastle upon Tyne. Lynda Morgan, tel 091 222 7683.**
- **March 31: The Coach Tourism Council Charity Ball at BTTF in aid of the Family Holiday Association, Birmingham Botanical Gardens. Christine Holmes, tel 0843 225547, fax 0843 296607.**
- **April 19 to 22: Bus & Coach Council Scotland annual conference, Buses - the European Influence, Gleneagles Hotel. Application form from Mrs A Kirk, 8 Avon Road, Cramond, Edinburgh EH4 6RD, tel 031 312 7794, fax 031 312 7794.**
- **April 24 & 25: UK Coach Rally 1993, Brighton. Coach Displays, tel 081 842 0056, fax 081 842 0070.**
- **April 27: Maidstone & District - Through the '90s. Omnibus Society, London Transport HQ, tel Barry Le Jeune on 071 918 3295.**
- **May 2 to 7: UITP International Congress and City Transport Exhibition, Sydney, Australia, tel UITP on 010 32 2 673 6100, fax 010 32 2 660 1072**

The MaxCi will be built in Britain

■ BUS

East Lancs to build Scania's lowfloor

By Richard Simpson

BRITISH Bus subsidiary East Lancashire Coach Builders has been licensed to produce Scania's MaxCi low-floor bus.

The licensing agreement follows an order for a low-floor Scania N113CRL bus from Tayside Public Transport (*Coach and Bus Week*, January 23) to be bodied by East Lancs. It is understood that the Tayside vehicle will be a single-door version of the MaxCi.

British market buses will differ from the Katrineholm-built versions in their underfloor layout, which will give a larger low-floor area. Standard N113 componentry is used at the rear, but a drop-beam front axle allows for a 320 mm step height before kneeling.

In common with the Swedish model, the ELCB bus will meet Swedish crash test safety standards and be of Cromweld construction. Aluminium bodywork will be available from other UK builders.

Nick Leach, Scania's bus and coach marketing manager said: "We foresee good prospects for medium to long-term growth in the low-floor bus market in the UK.

"We are confident that low-floor buses will become extremely popular with passengers and, as that happens, operators will be able to justify the investment if the premium over conventional buses can be kept to a reasonable level.

"Our concept of keeping a standard rear chassis module linked to our low-floor front enables a bus with 60 per cent of the floor at low level to be built at a sensible cost."

■ BUS

Fen Travel calls in the receivers

RALPH Garrett's Peterborough offensive ended this weekend when his Fen Travel called in the receiver and ceased trading with the loss of 29 jobs.

Fen blamed lack of passengers and the banks for forcing closure. Mr Garrett said: "There are not enough passengers to make it pay. We are having to wait too long for some of the money - concessionary fares and fuel rebate. When the bank wouldn't let us borrow any more we had to shut."

The first shots in the Peterborough bus war were fired in July. Fen put eight minibuses into service against CHL subsidiary Viscount. These leased vehicles have been returned while the receiver is to sell the fleet of ageing coaches acquired when Mr Garrett led a management buyout of the former Midland Fox Stamford operation.

Fen's launch brought an immediate response from Viscount as it sought to defend its lucrative Orton route. By the end of July the number of buses on the Orton busway jumped from four to 14.

As the battle spread to other routes Viscount hired WMT MetroRiders and employed extra drivers.

This week Mr Garrett claimed that Fen was doing well in the Ortons, "but there were too many buses on the other routes."

He added: "Passengers in Peterborough will now pay for it. Fares will go back up to £1 and staff will be laid off."

Viscount managing director John Tate said: "There will be no immediate changes to our service."

■ COACH

ABTA hits at bonding law

THE recent collapse of two ski holiday companies, with insufficient bonding arrangements to meet liabilities to customers, has prompted the Association of British Travel Agents to attack the Government's new bonding rules.

"The inadequacy of the two bonds has demonstrated the weakness of the new Government regulations, which allow companies to arrange their own insurance outside the framework of travel organisations," said ABTA last week.

But it added the shortfall of over £800,000 left by the collapse of Quality Ski and Winter World would be covered by ABTA's reserve insurance fund - which now contains more than £4 million.

Sussex-based Euro Express became the third ski company to collapse last week - but ABTA believes its bond was adequate.CBW

LOOKING FOR A USED COACH OR BUS?

■ BUS

CityBus is up for sale

By Andrew Jarosz

LEICESTER City Council's CityBus operation is likely to be put on the open market - after a surprise decision by the council's policy and resources committee to accede to Government pressure and sell.

Two years ago, a decision to complete a closed sale to the workforce had been agreed, but subsequently foundered when staff representatives pulled out of discussions with management on details of the proposed sale and ownership.

Company chairman Geoffrey Hilditch was unwilling to discuss the possibility of a new bid from the management and workforce. "It is all *sub judice* at the moment," he said, confirming that the company's directors had not pulled out of the previous sale negotiations.

Mr Hilditch confirmed that the directors were only interested in a joint approach if management retained a controlling interest in the purchase. Suggestions of the workforce being offered around 30 per cent of the shareholding in such a sale have come from other sources.

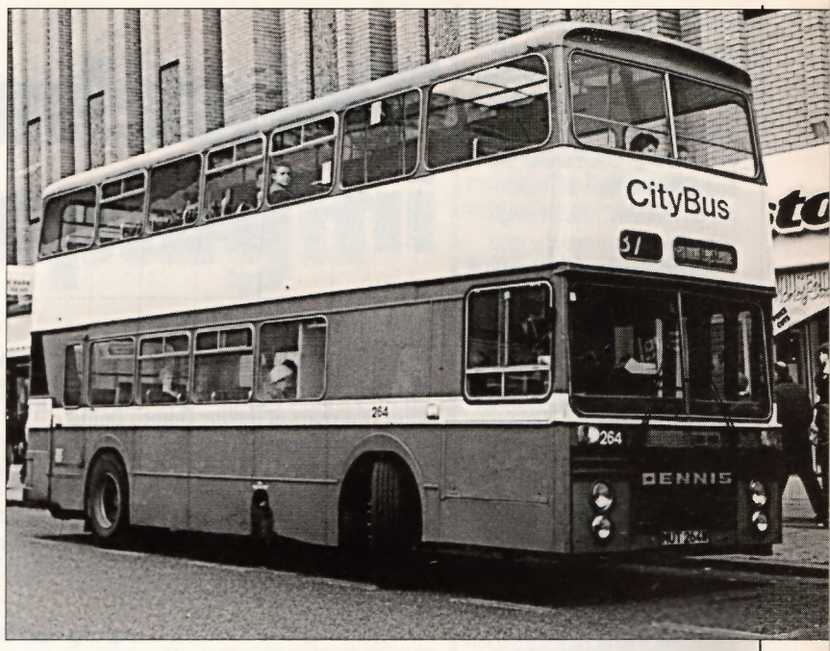
The bid is further complicated by a minority shareholding of 6.41 per cent in CityBus by Trent of Derby, which gained its share when it sold the Loughborough depot and operations to CityBus.

A legal written agreement exists that Trent should be given first refusal if the company should ever be put on the market, and Trent's managing director Brian King has confirmed it would be interested in bidding for the company if its sale is confirmed by a full council meeting.

City council leader Councillor Peter Souleby indicated that the Government's ruling, which allows the spending of sale proceeds provided they are completed this year, forced the decision.

"The Government has made it very plain that there is no alternative," he said. He added that he hoped the employees would mount a bid, although earlier attempts by them to mount a bid with the support of Chesterfield Transport had come to nothing.

● Analysis and conference - page 9



A minority shareholding is owned by Trent

■ BUS

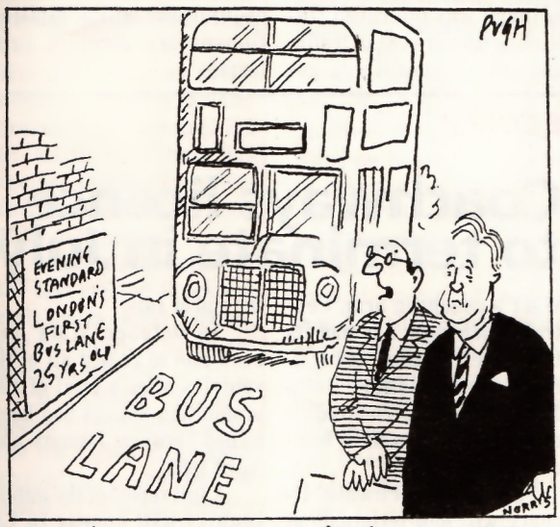
Bus lane is 25 years old

LONDON'S first bus lane is 25 years old. Opened in 1968 on the east side of Park Lane, it has since been extended and now forms a part of the 45 miles of bus lane in the capital, with several new schemes planned.

Marking the anniversary, Steven Norris, minister for transport in London, said: "I have always seen the bus as the jewel in the crown of London's transport. What started modestly here at Park Lane is now a major network of primary routes throughout the capital.

"Last December I announced £3.3 million of Government grant for 12 more bus priority schemes - up from £1 million the previous year.

"This underlines the Government's commitment to taking the bus into the next century as a viable, attractive and efficient means of getting around town."



"THAT'S ALMOST AS OLD AS SOME OF THE BUSES, MINISTER"

■ COACH

Automatic tolls for French autoroutes

FRANCE'S motorway network is to get a new automatic toll payment system, paving the way for a Europe-wide standard.

The system, commissioned by USAP, the umbrella organisation of France's eight motorway companies, will create a new standard for the French motorway network.

During the first phase, a consortium consisting of Combitech Traffic Systems and two French companies will supply electronic toll road equipment and smart cards for payment at two prototype toll plazas. Full-scale installation work will commence in 1995.

The system is a further development of Saab-Scania subsidiary Combitech's Premid microwave system.

The driver inserts a smart card into a microwave transponder on the inside of the windscreen. He can then drive through the toll booths without stopping. Special equipment reads the card and debits the appropriate amount.

Ivan Rylander, general manager of Combitech Systems, said: "This is a strategically important order for us, especially in view of the major toll systems which are going to be introduced in Europe."

■ BUS

Permanent park and ride

SOUTH Yorkshire PTE is considering setting up permanent park-and-ride schemes in its major towns after a significant boost of usage during the run up to Christmas.

Over 55,000 people used the PTE facility in the last six weeks of last year in Sheffield, Barnsley, Doncaster and Rotherham, compared with 41,000 during the same period in 1991.

Officials estimate that 11,500 cars were kept out of the four shopping centres and believe that it was due to better signposting and publicity.

Councils throughout the county allowed the use of their car parks for the service from which special buses ferried people in for a fixed 33p fare.

One of the options currently being considered is an extension of the scheme leading to more sophisticated park-and-ride facilities which will come on stream when Sheffield Supertram is fully operational within the next two years.

CBW

SELL. SELL, SELL IN CBW CLASSIFIED

■ THE 19-year-old unemployed man who stole a National Express Rapide coach and drove it on recognised routes for 400 miles was committed in custody to the Crown Court under Section 43 of the Mental Health Act on Monday. Bristol magistrates had adjourned the case of Robert Hamill so they could study his social inquiry reports and determine sentence (Coach and Bus Week, January 23). They were told that he was bored and had a fixation about being a coach driver.

■ CHRIS White Tours of Sidmouth, Devon, has had its licence shortened by two years and the traffic commissioner, Air Vice Marsal Ashford, has insisted that changes in the fleet are notified to the Western Traffic Area. He has also asked that current accounts be lodged with the office.

■ NEXT year's Government spending on roads is to be the highest for 20 years - £2 billion - says a new Government report. Investment in British Rail in the current year is to be the highest in real terms for the last 33 years at £1 billion, and in London Transport, the Government will be investing £1.1 billion. The DoT has emphasised its commitment to joint funding of roads projects with the private sector.

■ THE DVLA has reminded PCV/PSV drivers that, if they have not claimed their driving licence since passing a test after April 1, '91, they have only a fortnight to do so. Before that date, PSV licences could be issued up to five years after the test date. The current period is two years. A helpline, 0792 772151, is provided for drivers unsure of their driving status.

■ A CONGESTED stop in Shrewsbury has had the pressure taken off with reallocation of town bus services to a stop outside the Slipper Inn. Country buses and park and ride will continue using the Barker Street stop.

■ R & I BUSES' Milton Keynes operation has had its O-licence entitlement increased to 40 vehicles. General manager Graham Cook said: "Although we are busy consolidating our existing services at the moment, it does give us scope to respond to anything the competition might do."

■ COACH AND BUS

Trent back in Volvo fold

By Andrew Jarosz

TRENT Buses is switching back to Volvo with an order for 28 B10B single deckers - after two years of buying Optare Deltas, which have formed the backbone of Trent's Rainbow services.

The vehicles, which will be delivered in the final quarter of this year, will be bodied by Northern Counties of Wigan and will replace dual-purpose Leyland Leopards.

Trent, which is one of the few companies regularly ordering substantial numbers of fleet replacements, bought 24 Volvo B10M deckers in 1989 and 1990 before adding 54 Optare Deltas in the last two years.

Trent's managing director Brian King said the B10B and the Delta made up the shortlist. "Either product would have met our targets but Volvo had the edge on the day," he said.

It is understood that price was one of the main considerations, with the new B10B undercutting the Delta, whose DAF SB220 underframe has risen in price through adverse exchange movements between the pound and the guilder.

Mr King confirmed that Northern Counties was selected because the company preferred its styling to that of Alexander. Five of the new buses will be allocated to sister company Barton Buses, but no decision has yet been taken on the precise role of the rest of the new vehicles when they arrive.

Trent md Brian King

■ COACH AND BUS

Alison Jones case delayed

THE South Wales deputy traffic commissioner adjourned a public inquiry into Alison Jones' company RH and DT Edwards until May but demanded that 25 of its vehicles were put through an MOT.

At the initial hearing, the inquiry heard that former National Welsh Sherpas in the fleet had attracted 22 prohibition notices, for problems ranging from smoking exhausts to a tyre defect.

Edwards' service manager Barry Sherwood said that, after acquisition of the company in spring '92, the company had employed a succession of fitters - 41 in all: "Some liked us, some didn't, some were put to the test and did not match up to the standards required," he said.

Mrs Jones said she had purchased new Mercedes vehicles and was phasing out the Sherpas.

Deputy commissioner Gerald Sullivan said he would make his decision at another hearing on May 26 but, cautioning the company over future performance, said that "the proof of the pudding would be in the eating."

■ BUS

Statistics mean targets are met

LONDON Transport has released figures showing how well the capital's bus services are performing.

The first in what LT says will be monthly announcements show how well or otherwise services operated by London Bus companies and LT contractors are performing against targets set by the Department of Transport.

They indicate that all objectives on mileage operated, average excess waiting times and the percentage of buses departing on time have been met.

Over 99 per cent of mileage was operated (including 0.6 per cent of traffic lost miles), against a target of 98.5 per cent excluding the effects of traffic congestion.

Average excess waiting time on high-frequency services was 1.6 minutes against a target of 1.75 minutes, and 68.5 per cent of low-frequency buses departed on time against a target of 67 per cent.

This information will be displayed on posters around London.

Its publication is in response to a request by the Department of Transport to bring London bus operations in line with the Underground, for which similar figures are already published.

■ COACH AND BUS

WMT director quits

WEST Midlands Travel's director of operations, John Adamson, has unexpectedly resigned.

Mr Adamson was a major contributor to WMT's privatisation and developed a new management structure more recently. He has 41 years' experience in the industry, and had been with WMT for 16 years. He was one of two WMT employees on the board of Central Coachways.

He is to starting up a bus industry consultancy: "I am looking forward to the challenge," said Mr Adamson.

"The board of WMT has accepted Mr Adamson's decision with regret," said a spokesman for the company.

■ COACH

Coachways licence to terminate in July

WMT's coaching arm, Central Coachways, has had its O-licence curtailed and traffic commissioner John Mervyn Pugh has ensured all of its 36 vehicles have been recently MOT'd.

Central Coachways' licence will now terminate at the same time as its parent company's - which expires at the end of July.

In October, WMT had been told to re-test all of its vehicles after a total of 108 prohibition notices had been issued between January and April 1992.

A full report of the public inquiry will appear in Licensing and Legal in a forthcoming issue. CBW

HUNDREDS OF GOOD USED VEHICLES FOR SALE IN CBW CLASSIFIED

■ COACH

National Express in £1million campaign

A £1 MILLION marketing campaign which includes TV sponsorship has been launched by National Express this week with a series of roadshows for its operators.

The massive spend comes after Nat Ex group's flotation and the appointment of Keith Taylor as managing director of the coach operating arm, National Express Ltd. The overall emphasis is on the quality of coach travel, not the low price, said National Express.

"Much of our marketing was done on price," said a Nat Ex spokesman. "We have moved away from that. The message is now quality, service and value."

The marketing campaign uses a new slogan "You're a person - not a passenger". It focuses on coach travel benefits, such as adequate seating - now guaranteed with any reservation - and the driver and courier service.

By Mark Williams

Starting March 9, Nat Ex begins sponsorship of a new daytime travel programme, Travel UK, networked on ITV: "Since it is entirely about UK travel, we felt it was appropriate to sponsor the programme," the spokesman said.

He said the direct aim was to get people to use National Express but there would be a spin-off for the coach industry in general: "This is because we have targeted not only existing coach users but people who currently use other forms of transport.

National Express md Keith Taylor at the launch

"It will be clear from our marketing that we want people to use coaches in general, not just ours," said the spokesman.

The move delighted the Coach Tourism Council, whose chairman Gerry Topiol said: "The promotion of the benefits of coach travel has been the aim of the CTC for the last three years, and we welcome all campaigns to encourage greater use of the coach industry's products. We urge all operators to join in, and grow our industry."

Nat Ex has also simplified its fare structure, retaining the low-cost APEX fares. Special offers of Early Bird return fares to London will be introduced on the M4, M3 and M1 (Midlands) corridors. In Swansea, SWT has introduced free bus travel for Nat Ex tickets holders so they can make Nat Ex connections.

■ COACH

Blackpool postponed

THE Blackpool Coach Rally, last run in 1991, has been postponed for the second successive year.

Coach and Bus Week offered to secure a rescue package for the 1992 event, but Blackpool's famous Middle Walk was fully-booked. This year the organising committee led by Edith Bearshaw has decided to leave the calendar free for the UK Coach Rally in Brighton.

Although the future of the loss-making Blackpool rally hangs in the balance, the situation will be re-assessed for 1994.

Meanwhile readers needing information about the UK Coach Rally 1993, Brighton (scheduled for April 24 and 25), should contact Coach Displays Ltd on 081 842 0056.

■ COACH

Operators show anger over German road tax

BRITISH coach and tour operators at North Sea Ferries' Rhineland Workshop seminar expressed their anger at the German government's increases for VAT transit tax.

Scottish tour operator, Alan Taplin, asked what political manoeuvring was going on behind the scenes to bring about a solution which would be acceptable to UK operators.

Rudolf Richter, UK & Ireland director of the German National Tourist Office, explained: "There has been too much bureaucracy and the consequences were not foreseen. We are going to our headquarters and are seeing the government in Bonn to urge them to provide us with some answers. Unfortunately I have not got a better answer for you at the moment."

Fred Ernst

But Mr Taplin was not very pleased, and said so. "These costs represent a *fait accompli* by the German government - and have not been accounted for by operators.

"There is no doubt it is going to seriously affect German incoming tourism, so I hope that serious representations are going to be made behind the scenes.

Fred Ernst, the director of the Rhineland Tourist Association, attempted to reassure the UK operators at the seminar. "We will be meeting German members of parliament next week to lobby them regarding the German transit tax." However, many operators present expressed their feelings that Germany's actions represented a "messing up" of the aims of the EC single market, and that they had no faith in its future. The UK was the only member seriously carrying out EC laws.

● A full guide to the new rules for Germany's transportation tax is on page 35.

CBW

■ JVA Travel of Midsummer Norton has been called before a public inquiry after alleged use of a PSV with no MOT or road fund licence. Its driver's PCV driving licence had expired. The inquiry will be held in Bristol on March 11.

■ BUS shelter manufacturer Adshel has sold 29 non-advertising shelters to Merseyside PTE and supplied a further 90 to Southport free of charge, under the company's usual agreement for advert space. The Merseyside shelters are provided with seats, illumination and timetable cases, and are painted in MPTE's corporate yellow and black colours.

■ CRONER has issued new updates for its Coach and Bus Operations manual, to cover new legislation in the areas of MOT tests, competition, package travel, O-licences, driver licences, motoring offences and endorsement codes, driver records, construction and use, insurance, European public holidays, and EC members' 'transportation tax' rules. Any regular subscriber who has not received the update can contact Croner on 081 547 3333.

■ ECONOCRUISE has gained European type approval for its EMA series of speed limiters. The DoT's Vehicle Certification Agency granted the approval number, which complies with the new EC directive to come into force on January 1, '94.

■ ESSEX County Council is hosting two training days in March as part of its Making People Mobile campaign. Topics ranging from disability awareness to low-floor buses will be covered, and the £17.62 cost includes lunch. Details from 0245 492211 x51592.

■ KINGSTON Upon Hull City Transport has introduced an all-day rover ticket valid on all of its routes for passengers not using its weekly Crown Card season ticket. Priced at £2 for adults and £1 for children and concessionary passengers, the ticket is available alongside the day return ticket priced at £1 and 50p.

■ LINCOLNSHIRE Road Car Company has set up an in-house advertising company which will initially handle on-bus advertising for its own fleet and not Lincoln City Transport.

SJ STUART JOHNSON

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DAF

1988 (E) DAF SB3000 – JONCKHEERE P599, 51 reclining seats + courier, centre sunken toilet, cont. door, fridge, Nomad coffee machine, video, radio/pa/cassette, double glazed, blinds to side windows, decorative curtains. Current MoT

1989 (G) DAF MBS230 CAETANO ALGARVE, 49 seats + courier, centre sunken toilet, continental door, double glazed, curtains to side windows, radio/PA/cassette, cool box ext, 2 pack acrylic white, MoT Sept 93.

Leyland

1990 (G) LEYLAND TIGER, (CUMMINS L10 & ZF AUTOMATIC GB) **PLAXTON 3200,** 53 RECLINERS + 4 STANDEES, DOUBLE GLAZED, TINTED, BLINDS TO SIDE WINDOWS, RADIO/PA/CASSETTE, ABS & CHASSIS AUTOLUBE, **2 IDENTICAL VEHICLES AVAILABLE,** EXCELLENT VALUE & CONDITION, MOT'S FEB '94.

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1987 (D) LEYLAND TIGER TL-11 (260) JONCKHEERE P50. 6 speed ZF (Splitter), 50 rec seats and courier. N/S/rear toilet, curtains, radio/pa/cassette. MoT June '93.

1986 (C) LEYLAND TIGER TL-11 (245) PLAXTON 3500, 6 speed ZF, 53 rec seats and courier, continental door, curtains, radio/pa/cassette, pannier lockers, MoT March '94.

VOLVO

1990 (G) VOLVO B10M – Jonckh…ille, 51 seats + courier, rear offside sunke… door, radio/pa/cassette, double glazed… to side windows. NEW MoT.

SOLD

1989 (F) VOLVO B10M – Van Hool Alizee 'H', 6 speed ZF, Telma, 49 reclining seats + courier, footrests, centre toilet, double glazed, radio/pa/cassette. Current MoT.

1987 (D) VOLVO B10M PLAXTON 3200, (low driver), Telma, 53 Vogel seats and courier, double glazed, curtains, radio/pa/cassette, part pannier lockers, MoT 1994.

SCANIA

1989 (F) SCANIA K112 – VAN HOOL ALIZEE SH, Telma, 49 seats + courier, centre sunken toilet, continental door, driver's bunk, hot water boiler, fridge, double glazed, curtains to side windows. Current MoT.

1989 (F) SCANIA K112 PLAXTON 350, 51/55 seats, courier, Telma, demount centre sunken toilet, continental door, hot water boiler, fridge, driver's bunk, double glazed, curtains, current MoT.

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Kinch is keen to buy LCB

■ BUS

CityBus buyers queue

IN spite of a difficult financial situation and competition, the sale of Leicester CityBus is likely to attract interest from numerous operators around the country.

Although a closed sale is no longer possible, there may be a resurrection of the joint management/workforce approach which foundered 12 months ago.

Favourite outsider must be Trent, which already holds a minority stake, does not operate any services within the city and has an agreement over sale which may be legally watertight enough to prevent an open-market sale, but still satisfy the Government.

Also in the running is Gilbert Kinch, who runs an independent operation challenging Citybus on two routes.

Mr Kinch said he was very keen to buy the company and put it back on its financial feet. "I would revolutionise public transport in the city," he said.

Many other companies contacted expressed an interest in buying the company which, with over 200 vehicles, is one of the largest municipal operators in the country, although its financial track record is poor.

Citybus is said to be making "modest" profits following losses between 1987 and 1991 which added up to well over £2.5 million.

■ BUS

Newport 'no sale'

MUNICIPAL Newport Transport is not for sale, in spite of approaches to its council owners from private sector bus operators.

The 100-vehicle strong company increased the dividend paid to its council shareholder from £60,000 last year to an interim payment of £540,000 this year. Because the council does not pay tax, the dividend will be worth £800,000 to it after rebates. Newport Transport managing director, Edwin Marsh, said the increase reflected the company's "unrivalled" trading performance, but he warned that passengers were drifting away at a rate of four per cent per year.

But the dividend itself is highly controversial, with claims from Conservative councillor and Newport Transport director Les Knight, that it was designed to bail out the council's loss-making works department.

Councillor Knight, who was the only Tory on the company board, left and was replaced by Labour man Fred Sweeting. He called for a week's boycott of the bus company as a protest.

Council leader Harry Jones has said the company will not be disposed of until a sale is forced by central Government. Meanwhile, its profits would be used to aid the local community rather than going to a private company.

CBW

■ COACH AND BUS

Conference on municipal sales

PUBLIC transport minister Roger Freeman is to make the Government's first public statement on the privatisation of local authority-owned bus companies at a conference in April.

Mr Freeman is the keynote speaker at the one-day conference in London, which also includes the managing director of a major Scottish bus group and a worker-director from one of the biggest bus companies in the UK.

The conference - Local Bus Company Privatisation: Business Opportunity or Threat? - is being staged by *Coach and Bus Week* in association with Capita Corporate Finance and solicitors Barnett Alexander Chart, at the New Connaught Rooms in London's Covent Garden on April 28.

Besides Mr Freeman, the speakers at the conference include:

- Moir Lockhead, managing director of GRT Holdings. Mr Lockhead led the successful management and employee buyout of Grampian Regional Transport from public ownership. GRT has since taken over Scottish Bus Group subsidiary Midland Bluebird and two independent coach operators
- Adrian Arthur, one of two worker directors on the board of Yorkshire Rider, one of the first Passenger Transport Companies to be sold to its management and employees and now one of the biggest operators in the UK.
- Philip Hunt, assistant director of Capita Corporate Finance has specific responsibility for bus company privatisation with the London financiers, who advised on the successful London Coaches buy-out.
- Anthony Fine, a partner in London-based solicitors Barnett Alexander Chart, who has supplied legal advice on the buy-outs of several bus companies, including London Coaches.

Coach and Bus Week publisher Mark Barton said the conference would offer a practical analysis of one of the biggest issues facing bus managers and local authorities since deregulation: "Transport secretary John MacGregor shocked the industry when he set a deadline of December 31 1993 for local authorities to sell their bus companies. If they sell before that date, they can keep all the revenue. If they sell after, they would have to pay 50 per cent for the reduction of their debt. MacGregor dropped that bombshell last December.

"Since then busmen and local authorities have been in the dark. This conference will throw light on the latest Government thinking and inform delegates of the practical experience of buying a bus company out of public ownership. They will have a chance to listen and ask questions of people who between them have practical expertise in all aspects of the purchase process."

A special discounted rate for conference delegates is available at the Drury Lane Moat House - tel: 071 836 6666.

The rate is £88 including breakfast. When placing your reservation please state you are a conference delegate at the New Connaught Rooms.

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■ COACH

Jonckheere latest to gain R66 roll-over certificate

Survival zone remains intact

By Mike Morgan

JONCKHEERE has the ECE R66 roll-over certificate for its Deauville range on Volvo, MAN, DAF and Scania chassis.

The Belgian manufacturer is believed to be the first to test roll a coach rather than rely on computer simulation.

It has joined Plaxton Excalibur/Premiere which had R66 from its launch in October 1991.

Meanwhile the first Bova Futura with roll-over is going down the Valkenswaard production line (*Coach and Bus Week*, February 20). With roll-over scheduled for all new coaches registered in the UK on or after April 1, 1993, other manufacturers are "working on a solution."

Collaboration between Jonckheere and leading engineering centres in Belgium and Germany started with a computer simulation. From those mathematical calculations the company built sections of body before a physical test with a complete body on chassis.

The vehicle was dropped on its roof corner, while the "survival zone" was simulated by flexible panels. The company says that very little deformation was seen on the body.

The upper side windows had been left intact, the windscreens were virtually intact and, most importantly, the survival zone remained intact. Jonckheere has achieved R66 with few structural changes and without changing body styling, though there is a weight penalty.

■ BUS

Strathclyde deal signed

THE MEBO deal for Strathclyde Buses (*Coach and Bus Week*, November 28) has been formally signed with a £30 million-plus price tag.

The buyout, led by the now chairman and chief executive John Churchill, is an equity split of 20/80 for management/employees. There are four other directors: John Hodson, technical director; Malcolm Stewart, commercial; Peter Shaw, financial; and Gerry Kelly, operations. Two non-executive directors, Ronald Williamson and Douglas Harrison, have been nominated to the board by the employees.

The deal was completed with the backing of deferred payment to Strathclyde Regional Council and a Bank of Scotland loan.

It followed an original bid of £28.1 million turned down by the Scottish Secretary, Rt Hon Ian Lang MP, last August because he believed an open-market sale would achieve a higher bid.

The increased bid reflected, ironically, a disastrous fire which destroyed 60 vehicles. "New for old" insurance helped pay for 52 new Olympians and added to the capital value of Strathclyde Buses Holdings, as it is now registered.

Strathclyde Buses now owned by management and employees

■ COACH AND BUS

Four models face recalls over safety

FOUR models used by coach and bus operators are subject to the latest round of safety recalls by the Vehicle Inspectorate.

Dennis Javelins, produced between February '87 and December '91, may suffer fracturing of the front air suspension/panhard rod location bracket due to the mounting bolts losing torque or themselves fracturing.

Mounting bolts and/or air suspension brackets need to be replaced (426 vehicles affected).

Iveco Ford Dailys built between May and June '91 may have incorrectly-fitted lateral tie rod joints on the steering rack assembly, leading to a steering fault (19 vehicles affected).

Ford Transits produced at Genk between March and July '91, with a "water in fuel" sensor may have an electrical fault because of chafing (123 vehicles affected).

Iveco Ford Daily 59.12 midibuses made between June and October '91 may suffer rear wheel rim fouling on the brake drum (17 vehicles affected).

■ OBITUARY

Sandy Strachan

ALEXANDER (Sandy) Strachan, chairman and chief executive of Tayside Public Transport, died suddenly at the weekend aged 55. Mr Strachan led the successful EBO of Tayside in June 1991 after 23 years with the company. He joined Edinburgh Corporation after completing an engineering degree at Dundee Technical College. He later worked for Aberdeen Corporation, before moving to Dundee, where he worked his way up to managing director of Tayside Regional Council's transport department.

■ BUS

Scania order goes to Wrights instead

ALEXANDER'S healthy order book and limited spare capacity has led to a bodying order for 16 Scania N113s going to Wrights of Ballymena.

The Grampian Region Transport vehicles were initially expected to be bodied at Falkirk with either the PS or new Strider.

But the demand for early delivery sent the order across the Irish Sea to Robert Wright, where the Alusuisse-based Endurance body will be mounted on the underframe.

Wrights also got the body order for 20 Mercedes 0405s, 14 of which will be air-conditioned, and double-glazed.

Walter Alexander gets an order for 18 Mercedes 709D minibuses, which will also be built in Northern Ireland.

Alexander sales director Clive Hodgson said that, despite having staffed up last year, the Falkirk plant was lean on capacity.

"The difficulty is establishing whether orders are a blip or a trend. Meanwhile, we can remain very efficient," he said. CBW

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■ COACH AND BUS

Group goes for growth

HULL-based EYMS Group is undertaking a large-scale investment programme with the purchase of a new three-and-a-half-acre facility in Hedon Road, Hull.

It has agreed basic terms with Crystals of Hull to buy its former truck sales depot and hopes to complete the sale in the next four weeks.

The site will replace the former Metro Coaches facility three miles out on the Hedon Road, bought last year together with 24 buses and which now stables over 50 vehicles.

EYMS group joint md Peter Shipp said the new site had room for up to 120 vehicles and covered engineering accommodation for 20. "This represents an investment of over £500,000 for the group and will provide a high-quality facility to replace very crowded premises," he said.

■ COACH AND BUS

EYMS buys bus ops of Connor & Graham

COMPETITION on services between Hull and Withernsea ended last week with the purchase by the Hull-based EYMS Group of the bus operations of Connor & Graham of Easington.

Although frequencies had intensified during the last two years, C&G and EYMS had competed on the main routes from Easington and Withernsea for the 67 years since East Yorkshire's formation in 1926.

Connor & Graham, which has operated buses and coaches for nearly 72 years, has been owned and managed solely by the Graham family since 1954. The company retains its coach fleet and will continue to develop its coaching business in the Holderness area as well as a

By Andrew Jarosz

number of school buses operated on contract to Humberside County Council.

Three of C&G's double deckers have passed over in the deal, but the company is retaining four others for its continuing contracts.

EYMS group joint managing director Peter Shipp confirmed the company would be examining the services with a view to eliminating duplication.

"Even then East Yorkshire will provide a higher level of service than it does at present and villages like Kilnsea and Easington, hitherto served only by C&G, will continue to have a service," he said.

Three C&G deckers are included in the deal

■ BUS

New Darts mark Road Car success

THREE new Dennis Darts at Yorkshire Traction subsidiary Lincolnshire Road Car mark the continued financial improvement of the company, which has not bought any new full-size buses since 1985.

Bodied by Wright of Ballymena, the 40-seater Handybuses follow ten similar vehicles purchased by the parent company, with more due for sister company Strathtay Scottish.

Commercial director Steve Sanderson said the three buses had replaced Leyland Nationals on the Park Spring estate circular in Gainsborough.

This was strengthened after Road Car's takeover of Barnard's buses operation in the town (Coach and Bus Week, July 18).

"Instead of two buses four times an hour, the passengers now get six buses per hour and ridership is still going up," Mr Sanderson said.

One of the three new Road Car Darts

■ BUS

Selby & District updates with Alexander B10Bs

CALDAIRE Holdings subsidiary Selby & District has updated its fleet with the delivery of five of the first Volvo B10B single deckers bodied by Alexander of Falkirk.

Following on from a similar delivery to Yorkshire Rider (*Coach and Bus Week*, February 20) the buses differ in having double glazing and different entrance step heights as well as harder seats and upholstery.

The purchase forms part of a greater investment for the whole group which involves 51 buses of Dennis, Optare and Volvo manufacture, with the first five B10Bs having been ordered for comparative trials.

Caldaire chairman Mike Hunter confirmed the £500,000 investment was an expression of confidence in a company with a turnover of only £1.6 million.

"Selby was losing money and had little future when I joined the company but it has since been turned round by local staff and management," he said.

Mr Hunter emphasised that the new vehicles represented better service to passengers and a contribution to cleaning up the environment.

"We're doing our bit, and would like to see the Government continuing its encouragement for bus priority and not damaging the business by imposing VAT and hitting those in the community who can least afford it," Mr Hunter said.

The new Volvos are replacing Leyland Lynx, National 2s and a Bristol VR to give a standardised Selby fleet of Volvo saloons, Olympian deckers and Dodge minibuses. **CBW**

Selby & District - new bus has double glazing

COACH

Top tour firm takes Van Hool SB3000

EDINBURGH-based Scotia Travel continues to update its five-vehicle fleet with the purchase of a new Van Hool-bodied DAF SB3000 for its upmarket tours and charter business.

Proprietor Alec Henderson said the company had purchased its first DAF heavyweight in 1982 after operating Bedfords. "We've stayed with them ever since and, with regular renewals, our oldest coach is only four years old," he said.

Mr Henderson described the decision to fit Webasto heating as old fashioned but claimed it saved on running costs as the engine did not have to be left running to keep the coach warm.

Executive refinements include a toilet, fridge and servery, airline lockers as well as additional external lighting and additional stop lights and flashers.

The ZF transmission is fitted with a four-stage speed limiter as much in readiness for future legislation as for the varied speed restrictions on the A1 out of Scotland.

The company specialises in British and Continental tour work and handles incoming groups during the summer.

Scotia Travel says DAF is heavyweight champion

COACH

Luxiline: £400 fine

By Richard Simpson

A COACH operator has been fined £400 after one of his coaches with 28 pensioners aboard careered out of control down a hill and crashed into a wall.

Geoffrey Wilkins of Torbay Luxiline was found guilty of using a vehicle with defective brakes.

The court in Torbay heard that the T-registered Ford coach had not been inspected for 12 weeks - double the normal length of time and, at its last inspection, the brake fluid levels had not been checked.

Mr Wilkins, who said he had relied on the servicing garage's mechanical expertise, told the court: "As far as I was aware the coach was in full working condition and quite safe to drive."

The servicing garage admitted brake fluid levels were low but said that this would not have affected braking performance.

Coach driver Colin Henry had told an earlier court hearing he had put his foot on the brake but the coach had not slowed down.

He said that the brakes had been working properly up until the accident.

None of the passengers was hurt.

Mr Wilkins was also ordered to pay £225 costs.

COACH AND BUS

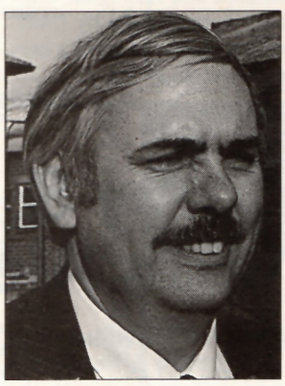
New joint venture may involve MCW

MYSTERY surrounds strong suggestions of a new joint venture operation being mounted by Sheffield-based Basichour, which have been met by silence rather than denial.

The parent company of the Sheffield and Nottingham Omnibus companies will not confirm that there could be further expansion on the cards.

Rumours suggest that MCW, owned by the Laird Group, which ceased production of buses and sold its designs for the Metrobus and MetroRider to Leeds-based Optare, is currently having discussions with the directors of Basichour.

Operations director George Watson (right) refused to comment. "I cannot say anything publicly at this stage. You will have to wait and see," he said.



Informed sources suggest that a joint venture would be located somewhere on the south coast and that MCW has already held other discussions with an operator based in the south west traffic area.

COACH AND BUS

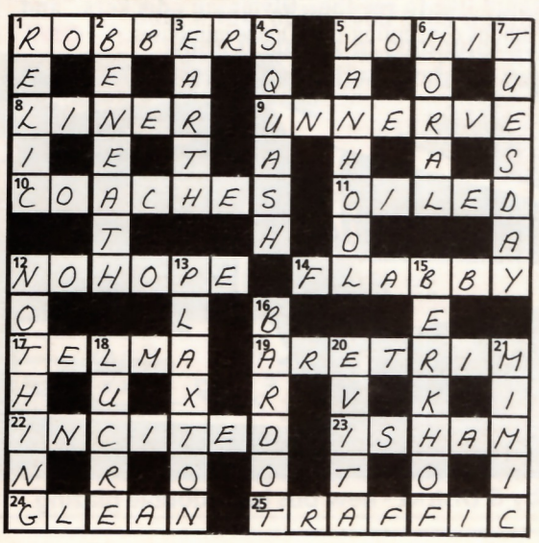
R&I gets bus locator

R & I BUSES has installed the Securicor Datatrak vehicle location system to its 28-strong London Transport contract fleet.

The system allows supervisors to track and monitor vehicles by means of a standard personal computer and provides historical data for analysis. Securicor has undertaken the training of the R & I supervisors and has also trained a staff member to install and maintain the system on site to BS5750.

The units fit unobtrusively to each bus and send out signals which are received by masts and information is passed back to R & I via Securicor headquarters in Swindon. The driver is not involved with operating the system at all.

R & I Buses' general manager, Graham Cook, said: "It allows us to be on every street corner to check on how the service is running. We chose Securicor Datatrak because of its flexibility and the ease of adding more vehicles. The system could be added to our coach fleet at a later date."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COACH AND BUS

Winner toasts our sponsor

WEST Midlands Travel employee man Peter Turland will be toasting accountancy firm EP Morris with a glass of white wine after winning our Christmas Crossword competition.

The crossword was very popular but Mr Turland's was the first correct entry pulled from the hat. Competition sponsor Edward Morris (right) presented the driver with his prize - a case of his favourite wine. Here is the correct solution for those baffled by the obscure clues! CBW

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Stagecoach Holdings' latest investment totals some £15 million in new Plaxton single-deckers. Delivery has just started of 150 Premiere Interurbans, developed by Plaxton to meet the exacting requirements of Stagecoach.

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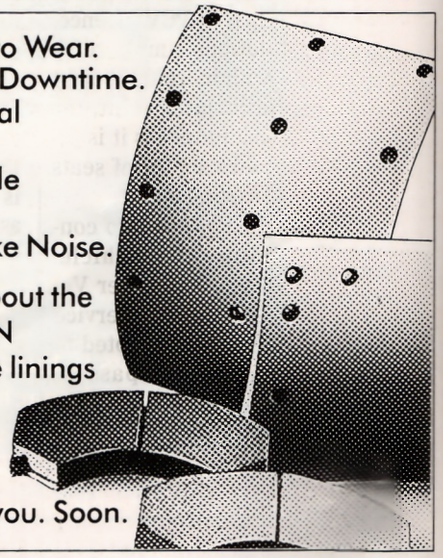

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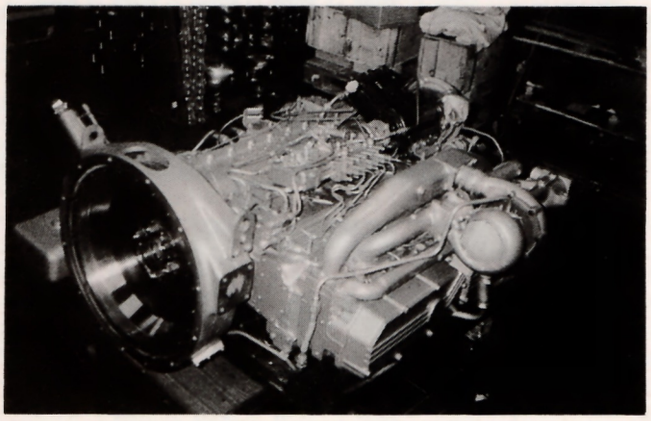

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QUESTIONS & ANSWERS

Questions on any aspects of coach or bus operation giving you problems should be sent to: Marksman, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 0733 62656

Q We are considering buying a 12 or 14-seater PCV. But, as some of our drivers do not hold PCV licences, by removing seats to leave eight passenger seats, could they then legally drive the vehicle for hire and reward? We realise that VAT would be payable on any hires undertaken with seats removed.
GR, Shetland

A Subject to any local by-laws made by a local authority to govern the driving of hackney vehicles, a person can drive a vehicle which has not more than eight passenger seats for hire or reward without holding a "full" Class D (PCV) licence. As the Regulations simply refer to vehicles "with more than eight seats" as the turning point, for driver licensing purposes it is indeed the actual number of seats there at the time that count

But you do also have to consider the status of the vehicle. Under the Public Passenger Vehicles Act 1981 a Public Service Vehicle is a "vehicle adapted to carry more than eight passengers...used for hire and reward." Most importantly Section 1 (2) has the effect that, once a vehicle has been used as a PSV, it remains a PSV until the use is permanently discontinued. Removal of seats is an alteration that has to be notified on form VTP5 to the PSV Centre 91, The Strand, Swansea, SA12 2DH and a need for re-certification. You cannot, therefore, switch this vehicle from PSV to non-PSV status according to who you have available to drive it! Incidentally, as well as VAT on hires, reducing the seating capacity in the way that you indicate could also give rise to a liability to pay car tax on the value of the vehicle.

Q Could you please advise if the enclosed running schedule is illegal. It is for a busy one man operated minibus service. On the first block of duty the driver is in charge of the vehicle from 1200 to 1750 hrs. In the nine journeys between 1238 and 1705 there is a total of 40 minutes scheduled as being on bus stands, but much of that is taken up with passengers boarding, changing destination blinds, etc and leaves virtually no time to use refreshment or toilet facilities.
TWS, West Sussex

A The basic rule on breaks in domestic driving is that there must be a 30-minute break after five hours 30 mins driving. However, the permitted alternative is that a break of 30 minutes can be taken after a maximum of eight hours 30 minutes of driving (unless that also forms the end of the duty) as long as there is an aggregate of 45 minutes breaks within the eight hours 30 minutes.

I think that you are looking at only a segment of the schedule you enclosed and making it say what you want to hear. What it shows me is three blocks of working: from 1200 to 1750, then from 1843 until 1909 and finally from 1930 until 2101. Ignoring breaks, this gives driving time of six hours 47 minutes - well inside the permitted 10. Although the first block is five hours 50 minutes long, it is followed by a 53-minute break. Of that, if the last 30 minutes form the required break spell between blocks of duty under the permitted alternative, it leaves the first 23 minutes to attach to the 40 minutes that are scheduled as being on bus stands within the driving spell - giving an aggregate of 63 minutes break in six hours 13 minutes of duty (from 1200 until 1813 when the 30-minute rest commences).

This appears to be well in excess of what is necessary to be lawful.

However, you are quite right in your implied belief that a break is only a break when you are not on duty. If you spent more than 18 minutes (63 minus 45) dealing with the turn-round duties on a bus stand, there would not be the vital 45 minutes aggregate break. The second and third driving spells do, of course, fall within the basic rule and give no cause for concern.

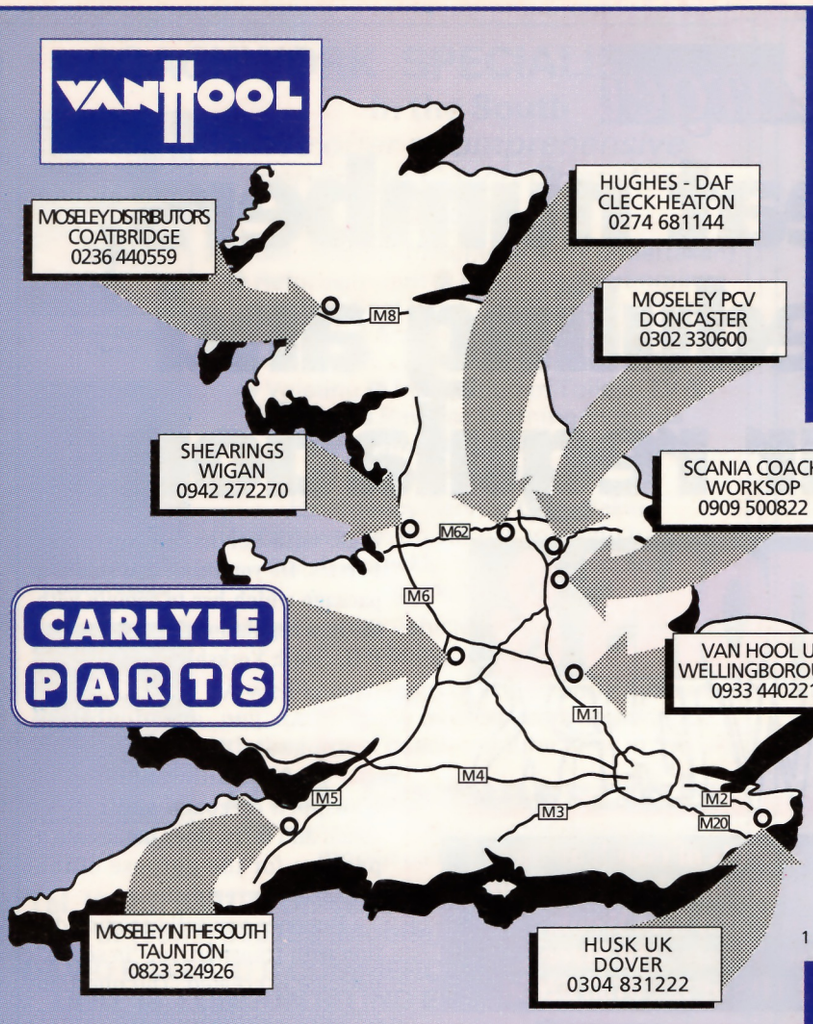
Q As part of my company's tour programme we do one day trips to Belgium or Holland using two overnight crossings, with berths, on North Sea Ferries. Do you think that this is a package which has to comply with the new regulations?
P H, South Yorkshire

A As you are doubtless aware, the selling together of two different forms of transport, eg coach and rail or coach and ferry, does not create a package for the purpose of the package tour regulations.

But once you sell accommodation with transport, an "in-scope" package is created. The question you pose is therefore whether cabins on a ferry are accommodation for this purpose. Until a test case comes to court we have very little guidance beyond some notes given in one of the DTi's consultative papers. There they said that they would not regard a berth on a cross-Channel ferry or sleeping accommodation on a train as creating a package, but a cabin on a cruise ship would create a package because the provision of accommodation, in those circumstances, would be more than incidental to the provision of transport - as the primary purpose of a cruise is not to simply get from one point to another.

My opinion, bearing in mind the fact that the crossing you are using does take all night and does include meals, is that it is more like a mini-cruise than just a means of transport. Had you been located in the south east and offering a full day in Paris with a berth on a short cross-Channel ferry, my guess would be that a court would not define that as creating a package. But your particular application using North Sea Ferries is so precariously on the dividing line that I think you would be well advised to consider it an "in-scope" package.

MARKSMAN WILL ANSWER MORE QUESTIONS ON MARCH 20



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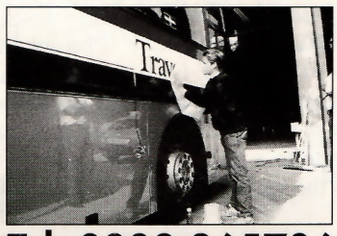

Tel: 0303 265706

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Forty drink to Brewer's 40

HOW many men have served the PSV industry so well that 40 top managers are prepared to travel from the four corners of the British Isles to honour his birthday?

If there are any they must have rare qualities.

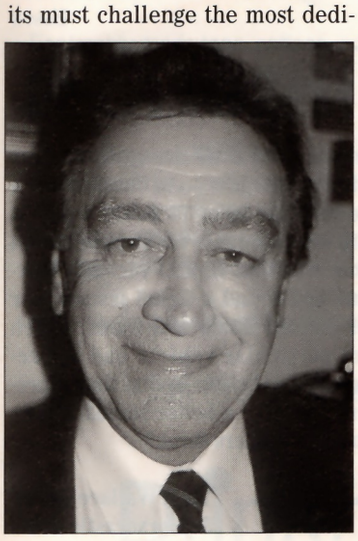
Picture the scene on a dark February evening within the hallowed clubhouse of Derbyshire County Cricket Club. The hushed talk is not of tranquil summer scenes when veterans of yesteryear hit sixes over the Nottingham Road. Instead there's barely concealed excitement and anxious talk of road springs and shock absorbers.

Gathered in the centre of the Masons Paints Room are some of the big guns in the post-deregulation bus wars. Frank Carter, Graham Cumming, and Dawson Williams mingle with the faithful. Their status bears nothing compared with the man being whisked to the venue by Derby City Transport limousine with all the secrecy of a *This is Your Life* celebrity.

As the tension mounts and men from Aberdeen to Salisbury swap anecdotes, the focus of all this attention is still blissfully unaware of his fate.

This is just another sales mission. Another date in the diary which offers as much excitement as ... an evening over a pint or three of beer discussing springs and shock absorbers.

Forty years of bus garage visits must challenge the most dedicated of staff. But this day is special in one respect at least. There's a new company car to be collected at head office - which is just as well because the battery has expired on the old one. Don't Woodheads sell batteries?

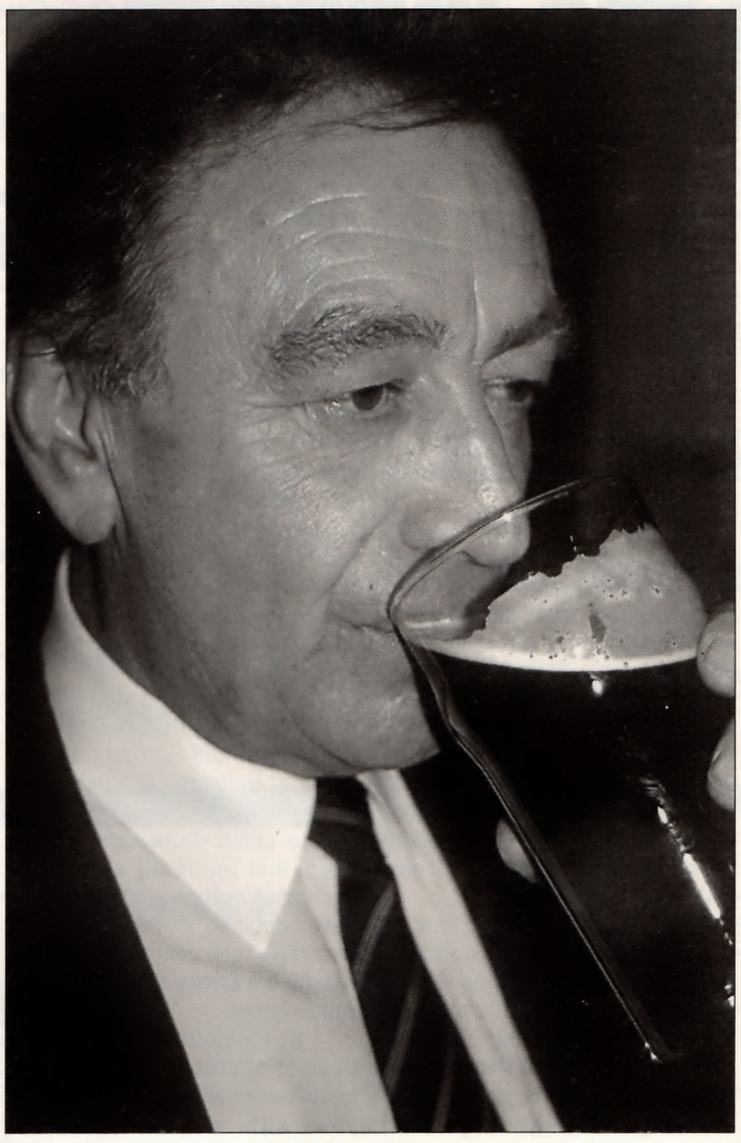


Ron Brewer

As if the hassle with jump leads isn't enough, Anne (her indoors), is fussing about which colour shirt her other half should wear and is even insisting on him taking a suit. Why?

Despite just passing his 60th birthday and completing 40 years with the same company, our hero still had a mission which carried him through. For some reason Ken Bickle had waived his usual lunchtime drink in favour of an evening meet, so there was plenty of time to get down to Derby for four o'clock.

It promised to be the usual routine. A few drinks, plenty of stories about developments around the country, many jokes and a good laugh. Then, as though by an afterthought, some orders to take back to Manchester. Most important was the warmth of the welcome.



Here's to 40 years

However, last Thursday the welcome was much warmer than usual. The drinks were there for certain, and there were plenty of laughs, but all the stories were about one man.

When ushered into the room by Bob Hind the emotion almost stopped him speaking - almost. As he looked around he saw friends from the industry. Not every salesman can claim to have friends at every depot, but this is a man with a very usual claim to fame. "Even though he doesn't sell anything people still buy from Woodheads."

If there is some contradiction in this statement then consider who he is.

Born in Moston, but now living down the road in Middleton, he allows time for a few pastimes outside work. Golf (now there's a good idea for corporate hospitality); DIY (you have to when you can't afford things); and the church (he says he has sung in St Luke's choir since he was nine). Yet this is the same man who can walk into any garage in the land and give as good as he gets.

Once he recovered from the shock of this ordeal, he did indeed give as good as he got. After a superb celebratory dinner he was given the floor, and (without notes or hesitation) put the villains of the day in their place, including his md Philip Heathcote and colleague of 38 years Tom Richardson. The man they had all come to honour was assured of the last word.

Remember he has not retired - just survived for 40 years with the same company. The farewell comes later.

Who is he? Who else but salesman extraordinaire Ron Brewer?

Brewer in brief

Name: Ron Brewer
Age: 60

Employer: Jonas Woodhead
RSR Section
PO Box 28
Adeline Street
Manchester
M60 4HP

Length of service: 40 years
Training: printing from 15 to 18
National Service: RAF as technical trainee
First job: costing clerk
Subsequent career: works manager, sales rep
Present job: national sales director for 13 years
Born: Moston, Manchester
Present home: Middleton, Manchester
Hobbies: golf, DIY, churchwork
Family: wife, Anne, who works for the Co-op, and son, Paul, who is a teacher in Paris

Disillusioned by the state of the industry

From Michael Leach

SIR

With the demise of yet another tour operator on February 18, 1993, I feel that, as a private citizen employed in the coach business, I must pose some questions and throw down a challenge to all coach operators who time and time again are left out in the cold.

We have read may times that we should insist on our payment up front. How many times have you heard your colleagues say that? So why are so many faint-hearted people running coach businesses?

Why is it that so many so-called astute operators allow their vehicles to proceed on long and complex journeys, sometimes without guarantee of payment?

Why is it that so many take on these risks every week, often going away for less than the running costs involved - their itineraries and workload involving optional extras? Yes we all know about the delayed payment trap.

How many times have you moaned at area meetings about tour operators who do this to you? What has the BCC really done for you on this issue? We are exhorted to fight our own battles, yet just recently, Germany raised its transit tax by almost double and there does not seem to be any other response than an advisement to "keep all your receipts"! Why was this allowed to come into force in the first place?

Is there really anyone in this country who really fights and I mean "fights" the coach industry's cause? I have heard of instances where a politically sensitive issue has had to be dropped by our representatives in favour of promises to work on a more home-based issue. Just recently, and I mean no disrespect, a new professional body was set up to promote coaching and tourism, and is called the Coach Tourism Council.

Response from coach operators was pathetic in the extreme, making one wonder whether you really deserve what the EC, Government and your colleagues dish out to you on a daily basis. At its onset, I attended a working meeting of the CTC in Boulogne and there were about four independent coach operators present in a room of 20 or so people, yet again demonstrating the lively interest shown by the vast majority of our colleagues!

I feel certain, delving through some of the political double-speak from government on the issues close to our heart, that we are regarded as a cottage industry - look at the threat of imposing an age limit on vehicles caused by a concern about the lack of replacement vehicles being bought recently. How many of you have thrown up your hands and said: "I can't afford to buy any new vehicles" - straight away you will blame the recession, the Government, the EC, the BCC, anybody but yourselves? You went away to Austria last year for between £180 and £220 per day, didn't you? And what did you do this year, you went away for the same prices again, didn't you?

Did your insurance rise last year by about 30 per cent? Did your operating costs increase by about 15 per cent? Did you moan at meetings that you were going to have to pass on these costs to your clients? And did you then not grit your teeth and hold out for a realistic price, up front? Of course you didn't! Why? Because you knew that your so-called colleagues would be falling over themselves to undercut you in some stupid, forlorn hope of a bit of cash flow!

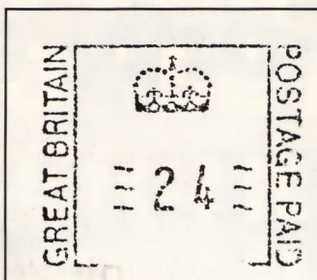
When will you all stop griping inwardly and jointly tackle the mass of ails and cancers that pervade our industry? Apathy will no longer wash with me, you are to blame - you alone can demonstrate that you really care - your comfortable livings of years ago have gone and if you really want to survive then get off your collective fat backsides and make yourselves heard.

I feel certain that if a conference of operators and management were called in August 1993, you would ask two questions, "How much?" As the day drew nearer, you would be overrun with work and couldn't attend. You would ask of the organisers, "What's in it for me?" and if you have to ask both those questions it's about time you sold up and left the field clear for those who are still passionate enough and dedicated enough to care about the industry.

I stress that the foregoing are my private views, but are nonetheless germane to all those involved in the industry.

I leave, for the moment, the rest is up to you. I am disillusioned enough to realise that the only operators who will respond to this letter will be the passionate and dedicated ones, those who are still willing to bang their heads against brick walls, but heed well, they will be the ones in business in the year 2000.

Michael Leach
Manager
Coach Business
Braintree
Essex



Write to: The Editor, *Coach and Bus Week*, EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough, PE11DS, or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach and Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our information.

Sweep aside those dirty bus interiors

From D R Wallace MCIT

SIR

I was interested to learn (Coach and Bus Week, February 20) that Plymouth Citybus is to operate in accordance with a Clean Bus Charter, covering such things as engine emissions and, hopefully, exterior cleanliness of buses. This is certainly a step in the right direction, and I think most would agree it is to be commended.

But, I wonder, does the Charter extend to the internal cleanliness of vehicles? One of the biggest obstacles to attracting more passengers on to buses is the filthy state of the interiors of some buses - and even quite new buses are not immune from this - with smeared windows where sticky fingers or greasy heads have been, dusty seat cushions and the remains of goodness-knows-what stuck on to bulkheads and floors, as well as the seemingly inevitable collection of empty drink cans. Truly our passengers are a mucky lot, but there is also some truth in the saying that "dirt begets dirt", as people are more likely to treat a clean vehicle with greater respect than a dirty one.

Internal cleanliness does not usually affect safety (as long as the driver can still see through the windscreen) and it is understandable that this is an area which is tending to be neglected at a time when margins are under pressure as seldom before. But I submit that we ignore this at our peril if we are really serious about attracting passengers on to buses; when a bus is on the road for 16 or 17 hours a day, it does not seem unreasonable for it to be swept out at least once in that time. I recently travelled on a bus and found a ticket issued four weeks earlier pushed into a seat frame, which suggests that particular vehicle had not received a major internal clean in that time. Surely our customer deserve a better standard than that - what do other readers think?

D R Wallace MCIT
38 Horsecastle Close
Yatton
Bristol

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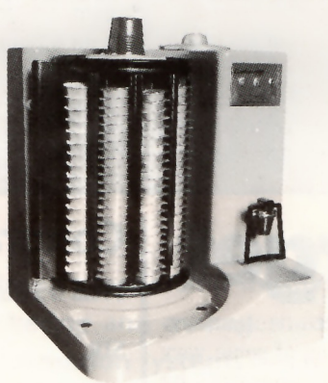

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Risking operators' wrath...

From Len Wright

SIR

Having been employed on the other side of the fence and now an independent onlooker, I would like to make a few comments on a recent letter from Mark Hodge (*Coach and Bus Week*, February 20).

I think that he must be one of the very few operators who can afford full-time staff for all aspects of his operation and not to turn to part-time drivers for cover when his own drivers have completed their full hours. Don't be too disparaging about these part timers - very often they are as professional as the full-time man and try to do a good job.

I agree wholeheartedly with Mr Hodge as to the attitude of the school authority to suggest that children require only second-rate transport. The authorities get what they very often pay for - operators working on a shoestring and quoting ridiculous prices. I would also like to see the regulation altered regarding three children to one double seat. Have the powers that be ever seen three children of 13 years old squeeze on a seat? Have they ever timed how long it takes to evacuate a vehicle normally used for 53 people, let alone 70 plus children? Under normal conditions it takes a long time, but with smoke or fire, twice as long.

Don't be too critical of the old junk coach operated by some good one-man operators. I have seen immaculate well-maintained vehicles - better than the modern executive coach that has to be flogged to death to make it pay.

Unlike the goods vehicle operator, the established or new coach operator gets away with easier criteria when it comes to re-applying or getting a new operator's licence. The goods operator has to advertise in a local paper with full details of his operating centre, number of vehicles etc. His operating centre is inspected for suitability and is subject to objections from all sorts of organisations and the general public. If and when he gets his licence each vehicle has an individual licence disc with the registration number stated on it and is specified on his licence. At the risk of the wrath of present coach operators falling on my head, I think that the same vetting and conditions should be applied to the PSV operator.

Many one-man bands would be prevented from setting up cut throat operations if the same rules applied as stated above. No doubt also many established operators would be in fear when the new renewal was due if the same criteria were applied.

As to the subject of public inquiries, I think I must restrict my own personal comments to the saying "God moves in a mysterious way his wonders to perform", God in this case being the traffic commissioner.

Having attended many of these functions in an official capacity, I have often left with the feeling why was it ever held and thinking what a waste of time and money for everyone concerned.

Let me give very briefly two cases concerning PSV operators which had people shaking their heads in disbelief.

Case 1. Large file at area office of past offences. Another submitted by enforcement officers on the adverse financial situation. Witnesses attending pubic inquiry were not called. Result, licence renewed for two years. Within one year operator went into liquidation still owing the same people.

Case 2. Operator had already gone into voluntary receivership for the third time. Large file in area office and well known to all in the area for undercutting etc. Result licence granted.

Do the powers that be really think it matters to a rogue operator if his vehicles are knocked down shall we say from eight to six or his licence is curtailed by a year? Is it going to make any difference to his mode of working? Not on your Nelly. These type of people laugh their heads off once they get out of the court, and with the right type of representative, they can pull the wool over the traffic commissioner's eyes. I don't put all the blame on the traffic commissioners. They are restricted to what they can do - and there's always the Transport Tribunal that will overrule a too strict decision.

In my own humble opinion, we need a much stricter operator licence regime, but I am sorry to say that with the agency status of the Vehicle Inspectorate, the restriction on money and the need to be financially viable, enforcement is the last thing that is on their minds. I think it could get worse if the life-time operator's licence comes into force.

Not many people know this, but if you have to attend for a public inquiry due to an objection on maintenance or whatever when your licence is up for review, the period from the date of expiry until when the licence is granted is not charged for. Think about it if you ever have to come up for a public inquiry.

Len Wright
Norwich
Norfolk

Making a mockery of the system

From Graham Thurlby

SIR

It has to be said that, when another operator gets away with 30 defects plus three prohibitions marked neglect, why the hell should the rest of us worry about maintenance? But we do!

It makes a mockery of the whole system.

Well done Mark Hodge.

Graham Thurlby
D & P Minicoaches
Aldershot
Hants

Hodge on target

From Basil Taylor

SIR

In a just world you should have received a flood of letters from operators across the country in support of the views expressed by Mark Hodge in your issue dated February 20, but I very much doubt it. I suspect that a mere trickle is more likely.

Regrettably, there are more interested in running with the pack and providing the rundown cut-price shoddy article than fighting back to put our industry on a sound financial basis by getting the right rate for a reliable quality service, whether it be contract or private hire.

Traffic commissioners, in speaking at functions, have excused the licensing of some very dubious first-time operators by stating clearly that their remit is not to prevent anyone from making a living! This together with authorities who issue contracts solely on a cost basis - no matter how cheap and nasty the service provided - is the recipe which is causing so much disquiet.

Mark Hodge is right on target and without doubt your own Marksman will be adding his own knowledgeable and well reasoned comments in due course.

Basil Taylor
Director and company secretary
Taylors of Sutton Scotney
The Garage
Sutton Scotney
Winchester

Congratulations

From G J Chivers

SIR

I would like to congratulate Mark Hodge for addressing the problems we endure in this industry.

I would like to think that something can now be done to rectify practices which amount to unfair competition.

A case in point is a local operator who avoids having to use a coach park where a ministry examiner may be lurking.

I would like to see Hodges Coaches back in the BCC to stimulate some discussion on these matters.

G J Chivers
Chivers Coaches
Godalming
Surrey

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'First and last warning' fo

MARTINDALES Coaches, of Ferryhill has received its "first and last warning" over the maintenance of its vehicles

The company, which holds an international licence authorising the operation of 30 vehicles, appeared before North Eastern traffic commissioner Keith Waterworth at a Leeds disciplinary inquiry.

DoT vehicle examiner Peter Kipling said he carried out a maintenance investigation in October 1992 after an accident involving one of the company's vehicles. Fifteen vehicles were inspected and two immediate prohibitions, two delayed prohibitions and six defect notices issued.

The fleet consisted of double-decked executive coaches, which made two trips to the Continent each week, in season; and older single-decked vehicles which were used on school contracts and regular services. The overall condition of the vehicles was unsatisfactory and he thought there had been a breakdown in the preventative maintenance.

International vehicles were said to be inspected weekly, regular service vehicles fortnightly and general use vehicles every four weeks. However, the records showed one instance where there had been no inspection for two to three months.

One of the company's vehicles was operated with no valid test certificate from the beginning of July until the middle of September. During that period there were 10 inspection reports and tachograph charts showed the vehicle had been in regular use.

The type of inspection forms in use did not make clear the condition of the vehicle. The driver

'The Continental drivers thought more of their vehicles than their wives'

defect reporting system was inadequate as drivers were reporting defects on any piece of paper and no record of the repair was kept.

The company had since adopted the inspection sheets recommended, issued defect books for the international vehicles and installed a defect reporting book in the garage.

All the vehicle maintenance and inspections were carried out by the company's own staff. There were three undercover inspection pits, but only one could be used to inspect double-decked vehicles. The garage was untidy but well equipped. Four skilled fitters were employed.

Questioned by Roger Hird, for the company, Mr Kipling agreed that one of the vehicles issued with an immediate prohibition was over the pit being inspected at the time. However, he maintained that known defects should have been pointed out to him before his inspection, but none were.

In reply to the commissioner, Mr Kipling said he had given the company advice in the past. They had acted upon it initially, but had not followed it through.

Managing director John Martindale said the international vehicles returned on a Sunday and did not go out again until Tuesday. During that time they were given a complete service.

They came in again on Thursday, and any defects were rectified before they went out again on Friday. There were no inspection records for certain vehicles after August as the schools were on holiday.

He had now put into effect advice that, if vehicles were not in operation, it should be documented on the maintenance records. The odometer readings on the inspection sheets would confirm that vehicles were not in use.

There had been a lot of problems caused by the the French lorry drivers' strike. The company had to send its fitters to Dover and France to carry out repairs to vehicles. In addition, the fitting staff had been giving too much attention to vehicles with accident damage. That would not happen again, as the repairs to any vehicle with serious accident damage would be contracted out.

Martindales holds an interna

Asked about the vehicle that was operated without a current MoT certificate, Mr Martindale said it was acquired in September 1991 with what was advertised as a full year's MoT.

The MoT test had been passed in July 1991. He was working in Spain and it just got overlooked.

Commissioner refuses partners interna

PARTNERS John Shufflebotham and Peter Longstaff, trading as J P H Coaches, of Dewsbury, have only been granted a standard national licence — because North Eastern deputy traffic commissioner Brian Horner thinks the age and type of vehicles they currently own are unsuitable for

In August it was clear maintenance facilities were inadequate and, unless enhanced, maintenance would need to be contracted out, Mr Horner said

international operations.

The two men had applied for a new international licence authorising the operation of two single deckers.

The application first came before the deputy commissioner in August, and was adjourned for the production of further information. When the hearing continued, Mr Horner reserved decision, expressing concern about the age of the two partners (*Coach and Bus Week*, January 23)

In his decision, Mr Horner said that, in August it was clear the maintenance facilities were inadequate and, unless considerably enhanced, the maintenance of the vehicles would need to be contracted out.

The vehicles inspected by the vehicle examiner at the time were found to be unsatisfactory and received prohibitions. He had expressed concern that the partners were too old to carry out the business satisfactorily without proper professional assistance.

The CPC holder was Mr Shufflebotham, 78, who had previously operated taxis and been in a coach partnership that had failed financially. The other partner, Mr Longstaff, 66, was responsible for the maintenance but on his own admission the heavier work would have to go out to contract.

When the hearing resumed after a further inspection by the vehicle examiner he was satisfied the maintenance facilities and arrangements were then acceptable. That was on the understanding the safety inspections would be carried out by Mr Longstaff with assistance from a semi-skilled fitter, albeit not experienced with public service vehicles, and that any heavy maintenance would be carried out by a contractor.

Mr Horner said he was further concerned

The commissioner said he was prepared to grant a one-year national licence because the age and type of vehicle owned was unsuitable for international work

that a close check would have to be kept on the partners' activities. Mr Shufflebotham's son and Mr Longstaff's daughter had indicated they would be available to assist in the administration and direction of the bus services.

In the case of Mr Shufflebotham Junior, he would immediately apply for a CPC if a licence was granted, with a view to taking over day-to-day responsibility for the operations in

r Martindales

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR BY MICHAEL JEWELL

al licence to operate 30 vehicles

When he realised the mistake, he personally went to the test station to explain. It was not wilful neglect, just a pure slip up.

He was in Spain from June to August to run the business from that end. His nephew Michael Anderson was in charge of the running of the business in the UK during that time.

The company had been in business for 60 to 70 years and had never been called to a public inquiry before.

Questioned by Mr Waterworth, Mr Martindale said drivers had been sent a letter explaining their duties regarding tachographs, inspection of vehicles before going out and when they were brought back in, and the reporting of defects.

During the summer they employed up to 50 drivers. The Continental drivers thought more of their vehicles than their wives. The company's staff were annoyed and disgusted with themselves that he was before the commissioner.

Asked about the replacement programme, Mr Martindale said vehicles were kept well maintained and in the current economic climate they would have to last a little longer. When vehicles started to cost a lot of money, then was the time to part.

Mr Waterworth said the company had failed to notify the Traffic Area about three sets of drivers' hours and tachograph convictions, but Mr Martindale said the prosecutions were brought by the DoT so he did not think he had to notify the Traffic Area.

Though there had been three prosecutions, a couple of them had been in respect of drivers only. He explained the drivers' hours regulations to drivers but he believed they thought he was telling them the biggest story in the world, as they went out on the road and carried on doing the same old thing.

However, the situation was getting better. If drivers were not following the rules they were put on night duty.

Mr Hird said that, though the company's operation had not been running perfectly, it had not been running drastically badly. The appearance at public inquiry had been a lesson.

After hearing financial evidence in private, Mr Waterworth said he was satisfied it was not a lack of money that had caused the maintenance difficulties.

The current licence expired in April. There had been no previous warnings. The prohibitions issued showed a recent failure in the system operated. Though he did not think Martindales Coaches had lost its good repute, the company would be well advised to tighten things up. If it appeared before him again, he would have to take a different view concerning repute.

Indicating he would want to see the 1992 accounts, Mr Waterworth said his job was to safeguard the public.

Licensing was about professionalism, quality and standards. If Martindales failed to act on the advice given, the outcome was likely to be more unpleasant.

tional licence

view of the fact he only had part-time work.

After careful consideration, said Mr Horner, he was prepared to grant a national licence for one year because the age and type of vehicle presently owned was unsuitable for international operation. A full fleet inspection would be undertaken when the licence fell due for renewal, together with an inspection of the administrative records relating to the operator's licence.

The results would have to be entirely satisfactory before a further licence could be granted. There should also be a new CPC holder, and the business organisation indicated by the partners should have been fully implemented. He hoped his decision would not be abused in any way, or the licence would be quickly revoked, said Mr Horner.

It was not an ideal situation, but sufficient progress had been made to justify a one-year grant.

Devon operator has duration cut

MAINTENANCE problems have led to the duration of the licence held by Devon coach operator Christopher White being cut by two years. Mr White, who trades as Chris White Tours, of Sidmouth, appeared at an Exeter public inquiry before Western traffic commissioner Air Vice Marshal Ronald Ashford.

Evidence was given that one immediate prohibition and one delayed prohibition were issued to Mr White's vehicles during a recent maintenance investigation. The declared period between inspections was not always adhered to.

Cutting the licence duration to expire at the end of February next year, instead of at the end of February 1996, Air Vice Marshal Ashford directed that Mr White inform the Traffic Area Office which vehicles were to be used under the licence, and, when the occasion arose, which vehicles had been taken out of service.

He said that a further full maintenance investigation would be undertaken, and up-to-date accounts would have to be submitted before the licence was renewed.

Sentence on airport minibus op adjourned

MANCHESTER City Magistrates adjourned sentence, after Northampton minibus operator William T Harley wrote pleading guilty to a series of offences involving the unauthorised use of a minibus at Manchester Airport.

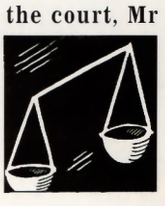
Mr Harley, of Featherstone, Northampton, admitted using a minibus without an O-licence, without a current MoT certificate, and without a Certificate of Initial Fitness; and driving it when not qualified to do so.

The magistrates required the production of his driving licence before deciding what penalty to impose.

Prosecuting for the DoT, John Heaton said that a traffic examiner on duty at the airport in July saw eight passengers alight from a minibus and give £120 to the driver of the vehicle. An examination of the nine-seater minibus revealed that no O-licence identity disc was being displayed.

That indicated that no O-licence was held. Mr Harley, who was also the owner and operator of the vehicle, was not the holder of a PSV driving licence. A subsequent computer check showed that the vehicle had no current MoT certificate or certificate of initial fitness.

In a letter to the court, Mr Harley said the minibus had now been sold and he was currently applying for an O-licence.



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Five be

Danny Coughlan re Arctic coach test in w subjected to temperatu Toward Norway a seve roads so badly the co to cross the mountain few kilomet

THE NTC Arctic Test is an annual event held during February each year in Norway, Sweden and Finland. Organised by three major publishing groups in these countries assisted by a number of European colleagues, its purpose is to test and evaluate European commercial vehicles under severe cold weather climates.

A series of static tests are backed by a 1500km drive from the Finnish capital Helsinki, via Rovaniemi on the Arctic Circle and Kiruna, the northern Swedish mining town, to Narvik, the Norwegian port located on the far northern fjords which descend from the mountains separating the two countries.

The tests can expose the vehicles and crews to temperatures as low as -36 deg C. This year's lowest recorded temperature was -12 deg C. Toward Norway a severe snow storm raised temperatures and blocked roads so badly the convoy was finally unable to cross the mountains and complete the last few kilometres to Narvik. Still, the bad conditions added to the test as a whole, serving to provide the most arduous conditions for both the vehicles, their test drivers and passengers.

This year, the fifth in the series, Arctic Test undertook an analysis of five touring coaches. The entry qualification was for each to be two axle, 12-metre vehicles with circa 380 horsepower (283kW) rear-mounted engines certified to the Euro 1 emissions standard which becomes law within the EC in October.

The entrants

- Kässbohrer Setra 315 Series (European Coach of the Year 1993)
- Mercedes-Benz 0404 15 RHD-S
- Neoplan Cityliner N116/2
- Ajokki Vector/ Scania K113 CLA
- Delta Star 501/Volvo B12

All coaches met the following basic specification:
Length: 12 metres
Width: 2.5 metres
Height: 3.4 - 3.6 metres
Engine: 380 - 390 hp

All engines were Euro 1 certified with the exception of the Volvo B12.

Standard: European Three-Star touring class, minimum (ie: maximum 43+1 seats). The Mercedes 0404 had fewer seats and met Four-Star rating.

Equipment: All vehicles had four-channel ABS and all but the Volvo had ASR traction control. All had a retarder, additional Webasto diesel-burning heaters, plus a working toilet. All the vehicles were further equipped with calibrated and sealed fuel consumption meters. These were additionally calibrated during the test.

Tyres: Identical tyres and pressures were used. These were:
Front axle: Bridgestone M758 Sipe, 295/80 R22.5.
Rear axle: Bridgestone W950, 295/80 R22.5.
Pressure front: 8.2 kPa
Pressure rear: 7.0 kPa

Loading

Each coach was further equipped in accordance with previous years' procedures. They were all loaded to a gross vehicle weight of 16 tonnes with 10 tonnes on the drive axle. The load was evenly distributed throughout the cabin with 70kg in each of 40 seats with the remaining weight in the baggage compartments.

The Crews

The multi-national test crews consisted of five groups of two; one driver and one passenger. Each crew rotated through all the vehicles twice during the entire test. Each rated the vehicles on a number of factors. The points scored were totalled to produce winners and losers in each category.

The subjective scoring was backed by objective instrument readings for internal noise and temperature. Power was checked using a rolling road dynamometer at the state-sponsored AEL vehicle test centre in Helsinki. Braking, traction and ice grip specific tests were undertaken at Wabco's winter testing centre at Rovaniemi.

Each vehicle was fitted with the same winter tyres and Shell Myrina synthetic SAE 10W-30 engine oil. They all ran on the

ow zero

orts on last month's ich five vehicles were res as low as -12 deg C. e snow storm blocked oy was finally unable and complete the last es to Narvik

same Shell winter grade diesel fuel with its -30 degrees Celsius rating.

Setra and Mercedes on top

The winner of Arctic Test 1993 is a close run thing. The Setra coach was the absolute favourite of the drivers and passengers, very closely followed by the Mercedes. The comfort, excellent driveability and the climate control of the German luxury coaches belong to a class of their own. Two deserving victors, each with a Coach of the Year title to their name, were judged the ultimate winners in this test.

But who can afford this luxury? Ajokki/Scania is the cheapest on fuel economy. As for purchase price, you can get two such Scanias for the price of one four-star Mercedes - at least in Sweden. The mechanical differences between the coaches is certainly not that great.

Our test drivers and passengers drew their conclusions on the basis of five days of testing, together with the technical measurements. The final conclusion was that in such a comprehensive test there will likely be no clear winner. However, the ultimate verdict depends on the country from which you view the contestants.

Continental versus Nordic makers

The NTC Arctic test was a confrontation of German, complete, factory-built tourist coaches and Nordic chassis/body intercity equivalents. No doubt, the German products have benefited from the large sums of development money put into the new models. The drivers and passengers put them on top. The comfort and climate they offer is justifiably superior.

The Nordic coaches gave a good impression more for their fuel economy, lower purchase price, function and the fact that they are so well adapted to Nordic conditions. From the owner's point of view, the differences between them and the considerably more expensive Continental products may not be as great as the price difference would have us believe.

The Setra - drivers' favourite

By a small margin over the Mercedes 0404, the Kässbohrer Setra, Coach of the Year 1993, became both the drivers' and passengers' favourite. The difference in the total score is small. However, the results are strong evidence that the Setra 315HD represents a well thought out, solid construction which can cope well under severe weather conditions.

The test drivers gave it a high score for its driveability, road holding, visibility and controls. According to them the Setra steered the best course, especially in the strong cross winds which met the convoy when it attempted to cross the mountains in the border area in northern Sweden.

The Setra is easy to drive, visibility is good and it has the lowest noise levels of the five participants. Dashboard instruments are clear to see, and the especially large rear view mirrors gained fond appreciation. The test drivers also judged the air conditioning in the cockpit to be the best of the group.

On the minus side is the driveline. According to the drivers, the ZF transmission has a rather long and none too precise gearlinkage. It was one of only two such mechanical linkages in the test, the rest being electronic. Its brakes were not the best, either. These points seem all the more unusual given the generally superior quality of the vehicle as a whole.

Passengers' favourite

The passengers voted the Setra the best for riding comfort, the climate control, the good space and the low noise. Even if the Mercedes has a four-star rating and offered the most knee room, the Setra gained more marks. Very consistent scoring among the professional passengers shows that the coach corresponded to their taste generally. Only the seats and the knee space failed to achieve a top score.

Setra: favourite of the drivers and passengers

No really negative points were noted with the exception of the toilet space, which was thought too small by some, due to the angle of the ceiling. The hat rack handrail and arm rests by the outside wall as well as the easy-to-see "Toilet Occupied" sign were highly valued by the passengers, particularly in a full coach.

From a technical point of view the Setra's suspension, its heating system, the small but effectively organised pantry with coffee machine and microwave oven, and the CD disc sound system all gained the vehicle marks. The waterflush toilet (the rest are chemical) has a small diesel-powered heater to prevent freezing. This worked adequately despite the low temperatures.

Merc with well-matched driveline

The Mercedes 0404, whose total score is very near that of the Setra, is a modern, advanced coach, too, with a lot of good ideas, valued by drivers and passenger alike. The drivers gave it a good score for its driveline, instrumentation, brakes and air conditioning. The V8 engine with the well-matched EPS transmission and drive axle ratio gives the coach good driveability, performance and easy handling.

It was mainly the EPS transmission with its short, distinct lever that gave this coach its good driveline score. The all-wheel disc brakes are superior to the disc/drum combinations of the other vehicles.

The Mercedes also gained the highest score for logical and attractive instrumentation. The climate condition at the drivers seat achieved the highest overall score, even if some drivers reported a cold draught along the side window.

Best climate

The heating system of the Mercedes is unique. The exclusive construction with warm floors, and body sides gives a superior even temperature and climate condition throughout the whole coach. This fact was proved by the temperature measurements, but these objective results were not quite matched by the subjective passenger scoring.

None the less, the Mercedes together with the Setra received the highest scores for internal climate. The passengers felt most comfortable in these two vehicles.

Of course, the Mercedes' four-star rating was reflected in top scores for knee space. Also highly valued was the high quality, four- channel stereo system fitted to every seat. The Mercedes toilet gained top marks among those four coaches with mid-mounted facilities. The Volvo has a rear toilet which, while not as tall as some of the others, was easier to get to due to the fact it is at deck height.

On the minus side certain vibrations were noted aboard the Mercedes when driving. Noise could also be quite high. Some of the passengers thought the seats could be softer, and they found the grab rails integrated in the seat backs could, when used, disturb the occupant.

Mercedes: close second with well-matched driveline

Neoplan in middle class

The Neoplan Cityliner found its place midway in the scoring of drivers and passengers. The drivers gave it their highest scores for its driveline and roadholding qualities. The latter was strongly indicated by the fact this coach managed best of all in the high- speed lane change exercise carried out on Wabco's ice test track. While the Setra, the Mercedes and the Scania had to stop at 60km/h, the Cityliner managed 65 km/h.

The Neoplan's Scania 11-litre engine and the GRS801 bus gearbox are well matched. Together they gave the Neoplan points on an otherwise slim score sheet. Another big plus for its Scania driveline was the fact that only one other coach, the Scania, used less fuel.

From the drivers, the Cityliner received the lowest score - for controls, instruments, visibility and climate. The higher quality of the other two German coaches is lacking here. The Cityliner, although now being replaced by a new version with revised interior, belongs to a lower price category to the rest.

Best seats

The passengers awarded the Neoplan the highest score for its seats. A high level of comfort with excellent support to the back, and excellent armrest, even on the window sides, attracted top marks. Also, regarding climate control, this coach rated among the best. However, it was roundly criticised for being the most noisy.

Neoplan

Noise from the road/wheels and engine/ transmission reached the passengers almost all the time. In the back seats, vibrations during driving were felt to be too high. The sound measurements verified it all, giving on average the highest figures. It was also judged to be the coldest coach, with a cold floor. Its toilet was by far the most narrow.

Along the hat rack there is no handrails. All in all the Neoplan received similar passenger scores to the Scania and Volvo.

Scania most economical

The Nordic chassis/body built scored reasonably well in competition with the continental factory built bodies, though the passengers and drivers did put them in second place. It is unavoidable that a coach with a body built upon a chassis will be a technically simpler product containing more compromises than the full factory-tailored tourist coach.

On the other hand, as to production cost, there can be great advantages in producing low-volume bus chassis from components made, bought or made in large numbers for a truck division.

The Ajokki/Scania demonstrated an

BUYING OR SELLING CBW CLASSIFIED WORKS

impressively low fuel consumption. The Scania engine became the economy master of the test. Not only in the Scania, but also in the Neoplan. The Ajokki-bodied Scania averaged 26.4lit/100km during the 1518km test.

By comparison, the Mercedes used most fuel, recording a consumption average of 27.97lit/100km. Kässbohrer-Setra with the same engine showed an average of 27.85lit/100KM. The Volvo fell in the middle.

Its driveability, brakes, road-holding and driveline secured the Scania many drivers points, no top position, but several second place ratings.

The differences are very small. Generally the two Nordic coaches did well in the comparisons considering their more expensive competitors.

The Scania K113 chassis with its independent front suspension appealed to the drivers - the coach was felt to be one of the easiest to drive with perhaps the best overall roadholding.

The Scania was equipped with the company's latest transmission including the new

igh marks for road holding

integrated hydraulic retarder. This keeps the engine's coolant warm during downhill descents and is de-activated if the temperature in the entire system gets too hot.

The retarder worked well and was much valued, yet the coach still scored the lowest marks among the drivers for visibility, instrumentation and controls.

The long distance/inter-city applications of the two Nordic coaches produced mixed impressions among the test passengers. Wide passages by the doors were thought an advantage, but the crew members missed the ability to slide their seats sideways to give wider seating space. Nevertheless the Ajokki/Scania scored highly on knee space, the pleasant noise levels and overall comfort.

The toilet and air conditioning scored lower. The hand dryer was declared a positive detail as it eliminates the need for paper towels and the problem of their disposal. The Ajokki seats scored the lowest points for comfort among the five.

Delta/Volvo in special class

The Finnish-built Carrus Delta Star 501 body built on a Volvo B12 chassis was not built to as high a standard (or cost) as the others in this test. A customer's vehicle from Finland it did not quite meet the specification of the test, lacking, for example, a Euro 1 certified engine - Volvo does now offer such an engine in new vehicles. It was equipped with the correct size and grade of winter tyres, however.

As it turned out the Volvo's fuel consumption was rather good, helped by the fact that its engine was not Euro 1 compliant. Euro 1 emissions tuning tends to raise consumption as a general rule.

On the other hand, the vehicle came direct from the bodybuilder, its engine only having run 1,400km. The engine was far from the run-in conditions of the others which must be a hindrance as far as fuel consumption is concerned.

The drivers gave the Delta/Volvo slightly higher scores than its Nordic competitor, the Ajokki/Scania. The two bodies were almost identical, both being from the Carrus coachbuilding group. As both were built to an intercity specification neither had a driver's sleeper compartment. The Volvo scored best for its driveline, visibility and climate control. The temperature in the driver's seat tended to get too high, a trait recorded in both the Nordic coaches.

Cold Starts

In the cold start test conducted at Rovaniemi on the Arctic Circle it was found that the Volvo has the highest heater capacity. Its interior warmed up the quickest, both with and without the additional heater.

The passengers found the Delta/Volvo had the second lowest interior sound levels. Overall the passengers put the Delta/Volvo in third place ahead of both the Neoplan and the Ajokki/Scania.

Double Price

Taking the specifications of the vehicles as they are seen here, to be purchased in Sweden at today's rate of exchange with the German mark, the German luxury spec

Volvo: best heating and best payload

coaches are significantly more expensive than either the Ajokki/Scania or Delta/Volvo. Even accepting their slightly lower specification it is hard to see where the extra money is being spent. The basic price comparisons in Sweden are:

- Kässbohrer Setra (basic price) SEK 2,700,000 (DM 762,795).
- Mercedes-Benz (basic price) SEK 2,901,986 (DM 819,865).
- Neoplan Cityliner (basic price) SEK 2,548,268 (DM 719,933).
- Ajokki/Scania (basic price) SEK 1,850,000 (DM 522,656).
- Delta/Volvo (basic price) SEK 1,810,000 (DM 511,355).

The devaluation of the Swedish krone has widened the price gap in Sweden and made the German products even less competitive than they were a few months ago. The same situation exists in Italy and the UK due to their equivalent devaluations and the continued strength of the mark

It is hard to justify the purchase of a Mercedes or any of the other German luxury coaches at a price approaching that of two Ajokki/Scanias, even if the latter vehicle has a less sophisticated, but just as functional, specification. In addition to a much lower price the customer gets the benefits of cheaper fuel consumption and, in most countries, cheaper spare parts.

➔

Scania: economy master of the test

Temperature on the test ranged from -2°C to -12°C

Arduous conditions for vehicles and crew

Selecting the winner was a close run thing

Subjective scoring was backed by instruments

Nordic coaches have price advantage

Average Speed and Fuel Consumption

ROUTE	Helsinki-	Rovaniemei-	Kiruna-	TOTAL
Distance, km:	850	347	321	1518
Roadcondition:	Dry	Ice	Ice/snow	
Temperature, °C:	-2	-12	-4	
TIME, min				
Kassbohrer	590	249	338	1177
Mercedes	580	250	338	1168
Neoplan	592	255	337	1184
Ajokki/Scania	590	252	337	1179
Delta/Volvo	586	248	336	1170
AVERAGE SPEED, km/h:				
Kassbohrer	86.44	83.61	56.98	77.38
Mercedes	87.93	83.28	56.98	77.98
Neoplan	86.15	81.65	57.15	76.93
Ajokki/Scania	86.44	82.62	57.15	77.25
Delta/Volvo	87.03	83.95	57.32	77.85
CONSUMPTION, lit/100km (tank)				
Kassbohrer	27.05	27.79	32.52	27.85
Mercedes	26.93	26.57	32.23	27.97
Neoplan	26.40	25.12	30.25	26.92
Ajokki/Scania	26.04	27.13	26.50	26.39
Delta/Volvo	25.82	28.37	29.16	27.11

Passengers and Drivers Points, Smoke, ABS and ASR

	Kassb	Merc	Neopl	Ajo/Sca	Del/Vol
Passenger Points:					
Seats	29	30	31	24	27
Kneeroom	31	34	29	29	27
Noise	31	26	24	28	30
Climate	31	31	30	26	28
Toilet	30	30	20	26	24
Ride	33	29	28	28	27
TOTAL	185	180	162	161	163
DRIVERS POINTS:					
Controls	26	22	16	21	22
Driveline	21	27	23	22	26
Instruments	25	28	16	19	21
Drivability	27	23	21	22	20
Brakes	22	27	20	25	23
Ride	29	23	23	23	19
Visability	28	20	18	21	23
Climate	21	26	16	22	23
TOTAL	199	196	153	175	177

Points: 6-1 where 6 is the best and 1 is the worst

SMOKE, at cold start:Temp: -12C					
30 sec	3	3	4	5	4
1 min	2	2	3	3	3
2 mins	1	1	1	1	0
5 mins	1	1	1	0	0
10 mins	0	1	0	0	0
20 mins	0	0	0	0	0

Scale: 5=thick black, 4=thick grey, 3=medium grey, 2=medium white/blue, 1=thin 0=invisible

Interior Dimensions

	Kass	Merc	Neoplan	Ajok/Sca	Del/Vol
STANDARDS					
Classification	***	****	***	***	***
Seats	47 plus1	34 plus 1	43 plus 1	49 plus 1	43 plus 1
Tables	0	4	2	0	2

Weights, Dimensions, Noise and Handling

	Kass	Merc	Neoplan	Ajok/Sca	Del/Vol
WEIGHT, kg:					
Rear axle:	10060	10120	10060	10200	10280
Gross:	16100	16046	16140	16010	16030
Coach empty:	13600	13520	12830	12890	12500
Payload:	2500	2526	3310	3120	3530
DIMENSIONS, cm:					
Height	343	352	360	344	352
Width	250	250	250	250	250
Length	1200	1200	1200	1200	1200
NOISE,dB(A) Average:					
60km/h	63	65	67	65	64
80km/h	66	68	70	69	67
100km/h	68	69	72	70	69
Overall average	66	67	70	68	67

MERCEDES, NEOPLAN AND VOLVO ARE IN CBW CLASSIFIED

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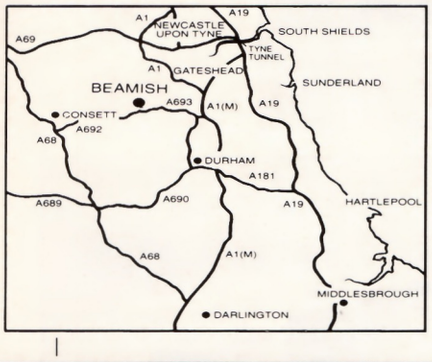

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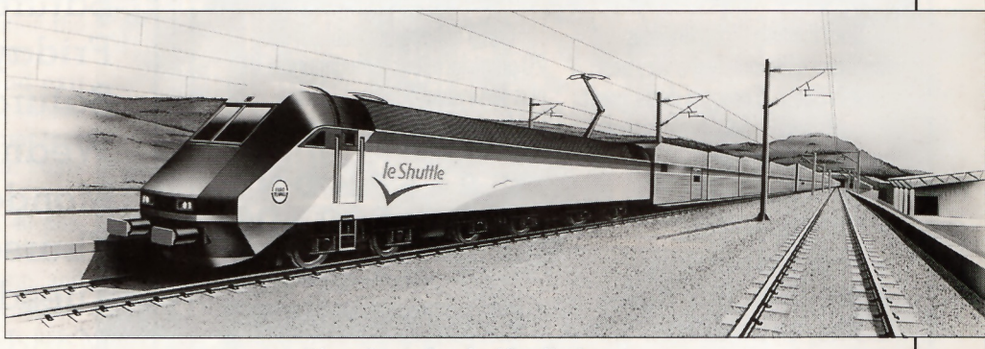
Three crossings an hour for Le Shuttle



Le Shuttle trains half-mile long

WHEN Le Shuttle begins operating in December, it will provide coach operators with three crossings an hour in trains almost half a mile long.

The massive project will eventually provide a further 50 per cent more capacity, with a roll-on, roll-off system which it is hoped will halve the England-France journey time for coaches, said coach and tour sales manager Chris Wales during an educational trip for operators.

The huge terminal site near Folkestone will eventually be linked by a new coast road to the M2 Dover corridor, giving operators additional access to the "turn up and travel" service. The M20 - currently being widened - is the main access route, using the new junction 11a. On either approach route, within a few miles of the terminal drivers will be able to tune into latest departure information on a local "Le Shuttle" radio station.

Mr Buchanan said there were no plans to allow prebooking, either for cars or coaches, but at the forecast capacities, he expected most vehicles would be aboard the train within half an hour of checking in. Freight traffic will be separated and have its own, dedicated service.

Prices have still to be set - they will be "competitive" he said - but plans are laid for a three-tier payment structure. Account customers will be able to issue drivers with a Eurotunnel "charge card" which would use magnetic strip technology to debit every time a coach passed through the check-in. Single-use tickets would also be available to account customers - an aid where other operators vehicles are being used - while prepaid single-journey tickets will be available to occasional users.

The air-conditioned shuttle carriages will be able to take any vehicle up to 4.2 metres high, passengers staying aboard the vehicle for the 35-minute journey.

Refreshments, toilets and toilet drop facilities will be available both in England and France, the Folkestone service area having separate entrances for car and coach passengers. Within the service area, video bulletin boards will display details of coach departures.

Safety within the tunnel has been given a great deal of attention. Each carriage has three automatic fire-fighting systems. Trains can be diverted around hazards in one tunnel - there are two, plus a service tunnel - by sending them through one of three crossovers into the other rail tunnel. On each side of the Channel, there are two independent grids supplying power, each capable of servicing the entire length of track. All track is computer-monitored and controlled.

The Le Shuttle set-up has already attracted the attention of coach operators like Graham Fry, managing director of Warrens Coaches at Ticehurst: "Seeing it was enough to convince me that the tunnel will be a winner," he told *Coach and Bus Week*.

"A lot of groups will still prefer the ferry, and will ask for it. But where speed is important, Le Shuttle certainly offers the best alternative.

"For operators from further away, whose drivers have previously taken their tacho break aboard the ferry, it might make for some awkward timings."

Mr Fry said he had already begun making plans to use Le Shuttle: "To start off, I envisage giving an experimental chunk of my cross-Channel bookings to Le Shuttle. Then we'll see how clients react before making a larger commitment," he said.

English Tourist Board faces 43 job losses

THE travel trade section of the English Tourist Board has survived intact despite swingeing job cuts.

Cuts in Government funding have forced the British Tourist Authority to axe 43 jobs out of 139 at the ETB, saving £2 million. Fortunately, the section which serves the coach trade has been untouched by the changes.

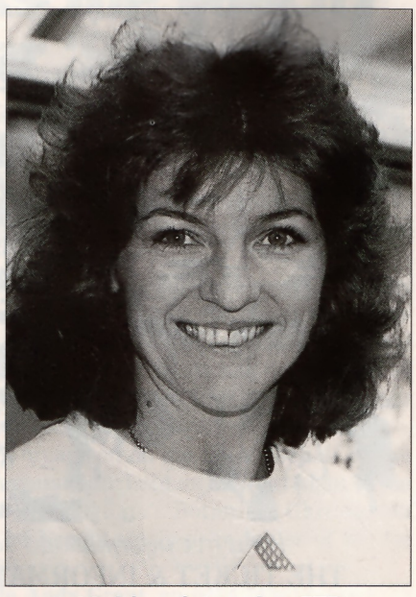
"The group travel section has been totally unaffected," said ETB's Eleanor Muirhead, who is herself taking voluntary redundancy at the end of April. "The ETB has a very great commitment to the British Travel Trade Fair and other projects. I am delighted that the importance of the coaching sector has been recognised. I am leaving a very talented team who will continue to serve the travel trade well."

The ETB has made almost all of its savings centrally, and says it hopes to maintain the same level of funding for its regional tourist boards. However, it is to focus its attention on projects which involve "economic regeneration" - where potential for tourism development has been identified in areas where there is the greatest need for jobs. It will also be looking at ways of generating help in cash and kind from the private sector.

The BTA warned that grants will continue to fall if an eleventh-hour appeal to Government fails: "We are having talks with Peter Brooke, of the Department of National Heritage," said a BTA spokesperson.

"The situation will be the same again next year if the figures are not changed. We have three or four months of discussion before the decisions about future Government funding are made."

The BTA is now being streamlined, shedding 28 jobs so that it can redirect efforts at inbound tourism. The devaluation of Sterling is an opportunity to sell British tourism as offering great value for money, said the spokesperson.



Muirhead: Leaving ETB

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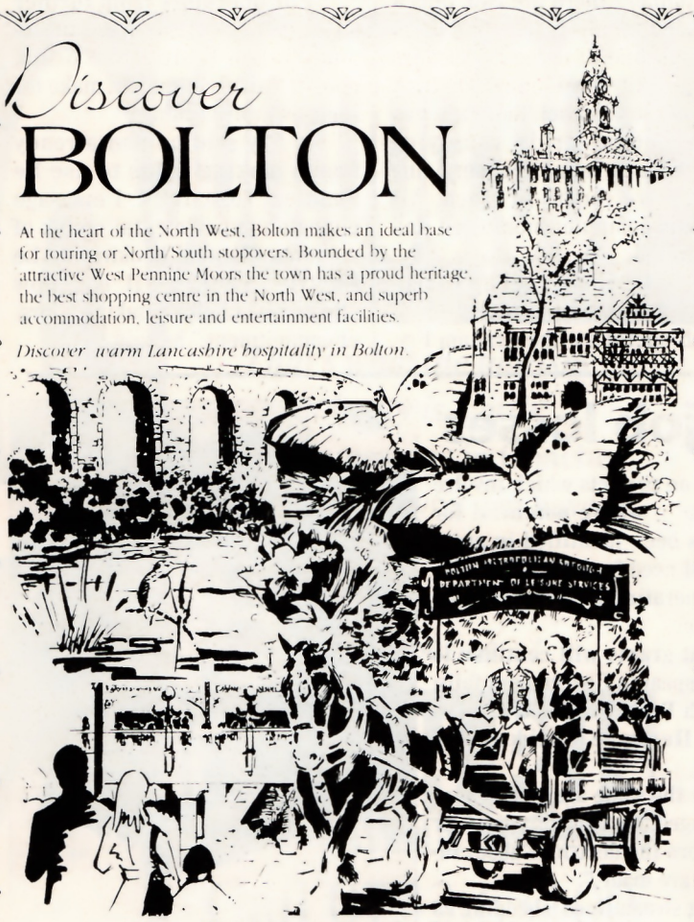

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German VAT guidelines

THE German National Tourist Office has issued guidelines to help UK coach operators cope with the controversial new transport tax.

But it also shows how operators can offset the VAT charges or even claim refunds, for VAT charged on services such as vehicle repairs and fuel while in the Republic.

The guidelines take the operator through the complex procedures required, with the possibility of legal action and fines for non-compliance. Operators have been concerned about the 1.3 pfennig charged per passenger/kilometre, especially since border checks have disappeared.

UK coach operators are still liable to pay the "VAT" on coach transport in Germany, says the GNTO. There may be spot checks by police and officials to check paperwork.

The first step is to register for VAT using the registration form supplied by the GNTO, and send it to:

Steueramt Aachen - Innenstadt, Abteilung Umsatzsteuer, Mozartstrasse 2 - 10, D - 5100 Aachen, Germany, fax 010 49 241 469257.

The German authorities then will return another form, which asks for the operator's vehicle registration number, the furthest destination, the dates of arrival and exit from Germany, the estimated number of kilometres and transportation costs within the Republic.

For example, if 40 passengers are charged £300 each for a trip to Bonn, and the transportation cost, excluding such items as hotel charges, entrance fees and city tours, is calculated at £100 per passenger, the calculation is: 40 passengers x £100 = transportation fee total = £4,000. The kilometres travelled in total between the UK and Bonn are, say, 530. But only 90 are in Germany. This means that only 17 per cent of £4,000, or £680, is the transport fee for Germany.

This figure should now be converted into German Marks at the current rate. If the exchange rate is £1 = DM 2,50, the figure works out at DM 1700. This is then divided by 1.15 to arrive at a net turnover figure of DM 1478,26, which is entered into the official German Umsatzsteuer Voranmeldung left hand column numbered "50". The difference between the gross and net sum, in this example, DM 1700 and DM 1478,6, is the VAT payable (DM 221,74). Operators should remember that the German decimal point is a comma.

However, VAT on services paid for while in Germany should be reclaimed from this figure. The operator should fill in details of any refund required, enclosing receipts, all of which mention the VAT charged. By deducting any refund claims from the VAT figure, the operator will either arrive at a sum payable to the Aachen tax office, or if costs exceed the VAT demand, a refund payable from Aachen. This final figure should be transferred to box "66" on the form.

VAT is charged per quarter. If no tours are undertaken in the three-month period, the operator should complete a nil return for Aachen. First quarter payments should be made by April 10, and thereafter in three-monthly intervals.

Further information is available from: Jeanette Schuchmann, Marketing Manager, German National Tourist Office (DZT), Nightingale House, 65 Curzon Street, London W1Y 7PE, tel 071 495 0081 (travel trade only)

Aachen: tax centre for German road 'VAT'

An exclusive special offer for rallygoers

COACH and Bus Week has teamed up with the Oak Hotel to produce an accommodation package for operators at this April's Brighton Coach Rally.

An overnight stay at the luxurious seafront hotel, bed and breakfast, is just £18.25 for the duration of the rally, and a table d'hote dinner with coffee is an extra £10, both prices including VAT. Single supplement is £5. And there's more.

Operators bringing a coach to the rally can arrange secure-covered parking for their vehicle through the hotel or through Accord Coaches, as announced in the February 13 issue. Accord's Peter Woodcock warns that parking will be limited at nearby Portslade, so it's first come, first served.

The Oak Hotel is Brighton's newest, built in Art Deco style. Rooms are beautifully equipped, and the restaurant prides itself in attracting local diners as well as guests. It is within walking distance of many other pubs and clubs.

Bookings must be made on headed company notepaper, to: Coach Rally Offer, Reservations, Oak Hotel, West Street, Brighton BN1 2RQ, or by fax on 0273 778000. All bookings will be subject to availability.

FHA thanks the coach industry for '92 support

THE Coach Tourism Council's adopted charity, the Family Holiday Association, sent 252 disadvantaged families on holiday in '92.

The FHA said increased support from the travel trade enabled it to provide some families' first-ever holiday, at an average cost of £400 a family.

"At a time when the travel industry has suffered as much as any from the continuing recession, we cannot thank our travel trade supporters enough for their help over the past year," said FHA director Jenny Stephenson. "However, the need for funds has never been so high, and unfortunately the number of families urgently needing our help has increased as the economic climate has worsened."

The next fund-raising event organised on the FHA's behalf by the Coach Tourism Council is the annual ball, held on the first night of the British Travel Trade Fair at Birmingham's Botanical Gardens on March 31. Tickets, at £39, can be bought singly or in tables of ten for corporate entertainment at £350.

All bookings should go to Andy Grout, on 0234 713613, fax 0234 240984.

Visitor centre drops its charges

THE Lake District visitor centre Brockhole has dropped admission charges this season.

Coach drivers pay a £6 parking charge only to give clients free run of its attractions, including dry stone walling demonstrations, putting and croquet as well as the audio-visual presentation about the national park.

Brockhole, on the A591 Windermere-Ambleside road, can also arrange group catering, cruises and school educational visits. During the year, it has organised a number of special events.

Full details are available by phoning Brockhole on 096 62 6601.

Excavating the Roman cemetery at Mansell Street in 1988

Roman haul on show at Tower Hill

EXCAVATIONS at Aldgate Tube Station have unearthed a wealth of Roman treasures - now on show at Tower Hill Pageant.

A child's coffin, jewellery and statuettes were recovered from the site of a Roman graveyard disturbed by work on the Underground.

Together with items previously on show at the Museum of London, they form one of the most extensive exhibits of Roman artefacts on display.

Tower Hill Pageant - near the Tower of London - has plenty more to offer groups this spring. A dark ride with computer-controlled cars has a multi-lingual commentary which charts the history of London.

Full details of group admission are available from Sandra Moretto on 071 7020982.

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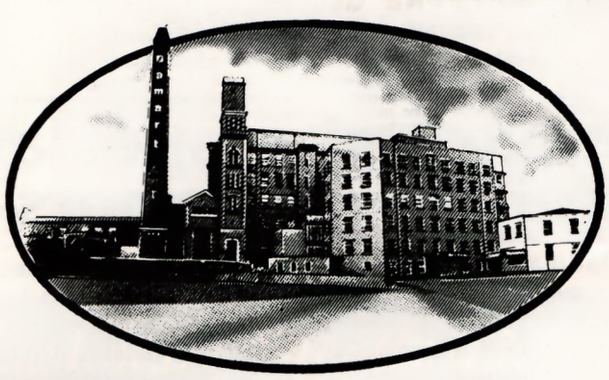

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BUSINESSES FOR SALE ARE IN CBW CLASSIFIED

Take a free look at new attraction

DENBY Pottery has invested in £0.5 million of improvements to its visitor centre and museum, and is inviting operators to take a free look at the refurbished attraction, near Ripley.

The new facilities have upgraded the workshops and, says Denby, offer much better value for the £2.50 group factory tour, which can also be split for shorter visits into a craftroom-only tour, at £1.75. With all prices, one visitor in ten gets in free.

The pottery might also make an ideal mealstop combination. A light soup brunch menu is £4.25, two-course lunch £5.25 and large buffet £6.70. A simple tea is £3.

Full details of the new arrangements, and tickets for facility visits, are available from Denby Pottery on 0773 743644.

On its fifth anniversary, Parc Astérix has chosen Cheltenham-based Keep In Touch as its UK sales office

Astérix appoints agency

FRENCH theme park, Parc Astérix, has appointed Keep In Touch as a UK sales office to handle increasing bookings from British operators.

The Cheltenham-based agency has begun by targeting the coach trade because it sees the market as its most significant, particularly with EuroDisney increasing awareness of French theme parks.

"Astérix is an ideal alternative for operators visiting France, or Paris specifically, but wishing to avoid the crowds," said Keep In Touch director Sarah Mainwaring-White.

Initially, the agency has appointed a sales representative to reach the coach trade.

Parc Astérix' UK sales office is on 0242 528877.

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COACH AND BUS CLASSIFIED MARKETPLACE

INDEX

Coach Sales p 38 – 40
Bus Sales p 40
Minis & Midis p 40 – 41
Vehicle Sales – General p 41 – 43
Products p 43 – 45
Services p 45 – 48
Unclassified p 48
Appointments & Tenders p 49 - 50

Coach & Bus Week are introducing a new service for readers and advertisers in the classified section. Our classified index will enable you to find the vehicle, product or service you want quickly and easily – simply check the index and turn to the relevant page.

0733 898111 COACH SALES 0733 898111

AEC

1979 AEC PLAXTON SUPREME, 53 seats, London County specification, full MoT, used daily, good condition. Choice of two. **£6,250 or £12,000 pair. Tel. 02406 4346, Bucks.** (32202/CS/AEC)

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BEDFORD YMT DUPLE DOMINANT
Private plate, tested to March 3rd 1994.
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1976 T BEDFORD YMT, 53 seats, Duple, power door, good condition, 12 months MoT, **£3,000. Tel. 0623 421521.** (32183/CS/BE)

1978 BEDFORD YLQ, 45 seater, Duple Dominant, power door, private plate, tested Sept 93, taxed until May 93, **£3,200 + VAT. Tel. 061-456 3324.** (32185/CS/BE)

1980 W BEDFORD YMT, 53 seats, Plaxton Supreme, express doors, good condition, 12 months MoT, **£4,000. Tel. 0623 421521.** (32184/CS/BE)

BEDFORD PJK, 1981, 29 seater coach, tested to Feb '94, taxed till Sept, new trim, vgc, records available, **£5,000 + VAT. Tel. 0294 71869.** (31938/CS/BE)

1987 YNT DUPLE 320, 53 seats plus crew, curtains, radio/pa, driver's fan, side lockers, excellent condition, MoT 1994. **£29,000 ovno. Possible p/x older 45/53. Tel. 081-890 6394.** (31025/CS/BED)

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1985 BOVA FUTURA
49/51 recliners, courier seat, air conditioning, double glazed, demountable centre toilet, continental door, drinks machine, drivers bunk, carpet to aisle, TV, radio cassette, P/A, suspension lift, Webasto, recently re-painted, MoT Feb 94
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FAX. 0909 550486
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DAF

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51 recliners, plus courier seat, double glazed, curtains, carpets, centre sunken toilet, continental door, Blaupunkt Munchen 400 radio, PA cassette, drinks machine, TV video, superb condition, that befits a luxury touring coach.
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DAF

DAF SB2300
Plaxton 3200 (Low driver)
1987 (D), 55 seater, excellent condition, MoT January 1994.
£47,000 + VAT
G&G Travel
Leamington Spa
0926 885555
(32025/CS/DAF)

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53 seater coach, MoT until September '93, good condition.
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(31015/CS/DAF)

DAF MB230
11.6 engine 1987
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(31930/CS/DAF)

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FORD DOMINANT I, new MoT, excellent condition, 45 seats, air door, **£3,000 + VAT. Tel. 059-788 232.** (31939/CS/FO)

FORD PLAXTON Mark V, 1982, 49 reclining seats, 12 months MoT, very good condition, **£4,750 ono. Tel. 0904 83519.** (31929/CS/FO)

1985 DAF SB2300
Plaxton Paramount 3200
53 seats, radio/PA, tinted windows, curtains, 11 months MoT, low mileage, very good condition.
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(32008/CS/DAF)

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V reg
FORD
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1979 Leyland Leopard/Plaxton Supreme, 50 rec seats, semi-automatic, auto-lube, Telma, power door, tinted glass, MoT Jan '94.....**£9,500**

1980 Leyland Leopard/Plaxton Supreme, 50 rec seats, semi-automatic, auto-lube, Telma, power door, tinted glass, MoT Aug '93.....**£9,500**

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Epsom
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£9,950 + VAT ono
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(West Sussex)
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or 0903 893123

(32012/CS/LE)

1978 (T reg)
LEYLAND NATIONAL
510, 11.3 metre reconditioned engine, MoT Dec 1993, 52 seats + standees

£4,950 + VAT

1977 (S reg)
LEYLAND NATIONAL
510, 11.3 metre reconditioned engine, MoT Nov 1993, 52 seats & standees

£4,350 + VAT

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1984, recon Cummins L10 & semi auto gearbox just fitted, centre sunken toilet, drinks, double glazed, tinted windows, good test, all white – no lettering.

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LEYLAND

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Reg No.	Seats	MoT	Engine	Body
MNY892X	53	Dec 93	680	Domi 4
STG 476Y	53	Jan 93	218	Paramount 3200
THB 541Y	53	March 94	218	Paramount 3200

For further details if req, please tel.

0685 840329
Parfitts Motor Services Ltd
South Wales
Also national's if required

(32191/CS/LE)

1986 TIGER 245 (Springs) **DUPLE 320,** 53 seats plus crew, curtains, radio/pa, driver's fan, side lockers, superb condition, low mileage, MoT 1994. **£35,000 ovno. Possible p/x older 45/53. Tel. 081-890 6394.**

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MAN SR280
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1984, 67 reclining seats, p/p, full exec, toilet, video + 3 screens, boiler, fridge, servery, MoT June 93, tax Sept 93, new gearbox and angle drive, exceptional condition inside and out.

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(32168/CS/MCW)

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1985 B REG MERCEDES 608D
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Reduced to
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MERCEDES 508D, 1981, 19 seats, taxed Oct '93, MoT Nov '93, used daily, **£3,950 + VAT. Tel. 0252 851644 (Surrey).** (31190/CS/ME)

MERCEDES

REG NO	TYPE	MOT EXPIRY	YEAR OF MANUFACTURE
F982 EDS	MERCEDES 609	02/08/93	1988
F757 GUS	MERCEDES 609	16/01/94	1989
G34 OHS	MERCEDES 609	21/10/93	1989

For further details contact Mr A Forbes on

041-638 6437

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(32022/CS/ME)

MERCEDES 608D, 1984, 21 seater, Reeve Burgess, boot, luggage racks, MoT end of April '93, taxed June '93, good condition, sound mechanically, one owner from new. **£6,950 ono + VAT. Tel. 0249 448844.**

(32028/CS/ME)

1988 (E) MERCEDES 609D, 24 seats, large boot, racks, stereo/PA, full test, white, **£16,000. 1991 (J) MERCEDES** 410D, 16 seats, power steering, high roof, stereo, North West conversion, test Oct '93, white, **£15,750. Tel. 0895 230643.**

(32032/CS/ME)

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1989 F TIGER PLAXTON 3200, 53 recliners, Telma, double glazed, radio P/A cassette
1989 F MERCEDES 407D, 15 seats, radio P/A cassette
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1983 VOLVO B10M PLAXTON 3200, 57 fixed seats, 6 speed ZF, recently retrimmed

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SCANIA K93
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£62,500 + VAT
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(32199/CS/SC)

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£35,500
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1980 VOLVO B58 DUPLE DOMINANT II - 53 Seats : power door : radio : leaf suspension : Mot March 1994 : Tinted windows : Curtains : Brown/Orange moquette : Interior in good condition : Exterior white with orange & black stripe - also in good condition. Good tyres all round **£12,500**

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1973 VOLVO B58 DUPLE DOMINANT I - 53 Seats : Power Door : Mot February 1994 : Brown moquette interior : In good condition for year : Exterior pure white also in good condition for year : Maintained and Mot'd by ourselves for 3 consecutive years **£6,000**

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SETRA S 215 HD
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49 reclining seats, toilet, coffee machine, carpets, tinted glass, wired and boxed for TV/video, P/P, new clutch, taxed and tested to May 1993.

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V reg
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Fitted toilet, drinks machine, telephone, MoT Aug, any trial

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B10M PLAXTON 3500
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1988 Leyland DAF 400 petrol, std roof, 16 seat + driver, crew bus	£4,995
1988 VW LT petrol, std roof, 16 seat + driver, Devon conversion, white, very low mileage	£7,995
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Part exchange to clear

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MERCEDES 508

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1988 E FORD TRANSIT 2.5Di, 16 seats, power door, coachbuilt, white/red exterior, MoT May '93.
1986 D IVECO 79/14 Caetano, 24 moquette bus seats, power door, destination gear, Telma, MoT Sept '93.
1986 D MERCEDES 608D, 21 seats, 6 standees, power door, service spec, white/red exterior, MoT April '93.
1983 A DAF BOVA EUROPA, 53 rec seats, courier seat, rear cont door, new factory engine fitted Sept '92, Webasto, MoT Jan '94.
1982 PP BOVA EUROPA, 53 rec seats, courier seat, rear cont door, Webasto, tinted windows, curtains, MoT Dec '93.
1982 Y DAF BOVA EUROPA, 53 rec seats, courier seat, rear cont door, Webasto, tinted windows, curtains, MoT April '93.
1982 Y DAF MB200 Plaxton Supreme V, 53 rec seats, tinted windows, radio PA, power door, MoT Feb '94.
1989 G DUPLE 425, 53 rec seats, toilet, drinks machine, radio pa, MoT August '93
1989 G DAF SB 2300 ALGARVE, 51 seats, continental door, wired for TV/video, MoT Nov '93
1987 D BEDFORD YNT Plaxton Paramount 3200 11 metre, 53 seats, power door, radio PA, white exterior, MoT May '93.
1985 B VOLVO B10M Plaxton Paramount 3500, 50 seats, rear toilet, HP ZF auto gearbox, white exterior, MoT Sept '93.
1984 A VOLVO B10M Plaxton Paramount 3500, 53 rec seats, double glazed, tinted windows, power door, MoT April '93.
1984 A BEDFORD YNT Duple Laser 11 metre, 53 seats, power door, tinted windows, red/cream exterior, MoT Sept '93.
1983 Y VOLVO B10M Duple Dominant IV, 53 rec seats, power door, double glazed, tinted windows, MoT Nov '93.
1979 T BEDFORD YMT Duple Dominant bus body, 59 seats, luggage pen, dest. gear, express doors, MoT Feb '94.
1979 PP VOLVO B58 Plaxton Supreme IV, 57 seats, recent retrim, repanelled, power door, white/red exterior, MoT April '93.
1977 PP VOLVO B58 Plaxton Supreme IV front, 53 seats, recent retrim, new floor, power door, MoT April '93.

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1986 NEOPLAN PLAXTON 4000 GARDNER, 6 LYT engine, fully automatic gearbox, Plaxton 4000 body, fitted with 71 reclining seats, 2 tables, water boiler, sink, WC, wash room, cool box, MoT May 1993.
1 1980 FORD TURBO DUPLE DOMINANT MK2, 53 seats, no MoT
1 1986 MCW, Cummins L10 engine, fully automatic, single door, 75 seats, toilet, MoT August 1993.
1 1986 MCW, Cummins L10 engine, fully automatic, single door, 77 seats, toilet, MoT July 1993.
1985 FORD TRANSIT, Dormobile, 16 seats, service spec, MoT Aug 93.
1984 FORD TRANSIT, 16 seat, Dormobile body, MoT June 93.
1 1976 FORD 10 METRE TURBO PLAXTON, 45 seats, MoT May 1993.
1979 LEYLAND PLAXTON SUPREME, 53 seats, Grant doors, MoT Nov 93.
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Eddie Dickens, Sales Manager (32175/VSG)

B10M VAN HOOL 48 seater, 1981, toilet etc., MoT 24/10/93.....**£16,500**
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1984 DAF SB230 BOVA CALYPSO, 53 seats, wired for drinks and fridge, MoT December 93.

1981 DAF MB200, Plaxton Supreme IV, 50 reclining seats, in first class condition for its year. Available now.

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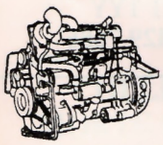

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Salary: circa £16,000 plus benefits.

PLANNING ASSISTANTS AND JUNIOR PLANNING ASSISTANTS

Following the reorganisation of the Group's Planning & Scheduling Department, applications are invited from individuals who have a strong interest in service planning and scheduling areas. Ideally, the successful candidate will have some experience of micro computer systems or the ability to demonstrate an aptitude for computer literacy. Attention to detail is a key requirement as is a flexible approach to working hours, job content and weekend work.

Planning Assistants should be graduates or equivalent and Junior Planning Assistants should have achieved a minimum of five GCSE passes including Maths and English of at least 'O' Level standard. Training will be provided in all the specialist tasks and systems used in the Planning Office.

Salary is negotiable according to age, qualifications and experience.

ENGINEER

The Transit Holdings Group is about to experiment with a small number of Hybrid minibuses generating power from an internal combustion engine and driving through electric motors. The Company is looking for a suitably qualified graduate or equivalent young engineer to manage the project.

The successful candidate should ideally have sufficient literacy to assist in the political and public relations aspects of the project and will also have an element of fluency in Italian.

On completion of the project, opportunities will exist for further advancement in the Transit Holdings Group.

Salary is negotiable according to age, qualifications and experience.

Applications with full CV to:
Mrs Denise Hendry, PA to Chairman/Managing Director,
Transit Holdings Limited, Belgrave Road, Exeter EX1 2LB.

(31182/A/A)

COACH AND BUS WEEK
The PSV Industry's News Weekly

is the **ONLY** recognised recruitment medium offering in-depth coverage of bus industry management.

To place your advertisement call

0733 898111

TRANSIT HOLDINGS LIMITED

MANAGER DESIGNATE

With the impending retirement of Ralph Azen at the end of the Summer, a vacancy exists for a Manager Designate who will work alongside Mr Azen on initial appointment, but will take over the reins upon his retirement.

The Manager of Paignton Depot reports to the General Manager of Bayline Limited, which is a high profit subsidiary of the Transit Holdings Group. The depot operates 70 minibuses on services in Paignton, Brixham and Torquay.

Applications with the usual details to Mr Mike Palmer, General Manager, Bayline Limited, Regent's Close, Torquay, TQ3 7AN.

Salary circa £18,000 plus car and usual benefits.

Transit Holdings is an equal opportunities employer and a 'No Smoking' policy is operated in Company offices.

(31195/A/A)

APPOINTMENTS AND TENDERS

HIGHLAND BUS & COACH
OPERATIONS MANAGER

With its Head Office in Inverness, Highland Bus & Coach operates out of five depots and three outstations with a fleet of 125 vehicles.

The successful applicant will have a proven track record of achievement in operational and commercial management within a highly competitive market place and will be able to motivate and manage staff to their full potential.

Candidates for this position are required to be educated to degree standard or equivalent, be P.C. Literate and hold a C.P.C.

The successful candidate will be rewarded with an excellent salary and conditions package, including a company car.

Applications in writing, including full C.V., before the closing date of Tuesday 16th March, 1993 to:-

A.H. Rapson
Joint Managing Director
Highland Scottish Omnibuses Ltd.
1, Seafield Road
INVERNESS IV1 1TN

(31912/A/APP)

Stagecoach South
PART OF THE STAGECOACH GROUP

GENERAL MANAGER – HAMPSHIRE BUS
£27,000 + Car and Bonus

Stagecoach (South) Ltd has a vacancy for a dynamic General Manager based at Basingstoke following the promotion of the current post-holder to a Managing Director's position within the Stagecoach Group.

Hampshire Bus has a turnover of £8m with 290 staff and a fleet of 142 vehicles based at Andover, Basingstoke and Winchester.

We are looking for a proven achiever to report directly to the Managing Director, capable of developing a strong team and building on existing profitability whilst raising and maintaining quality standards.

Experience of setting and meeting tough budget targets and getting the best out of a large varied workforce is of vital importance.

Preliminary interviews will be held in Lewes on Thursday 1 April.

Applications in writing with full Curriculum Vitae should be made to B J Cox, Managing Director, Stagecoach (South) Ltd, Lewes Enterprise Centre, 112 Malling Street, Lewes, East Sussex BN7 2RB to arrive no later than 24 March, 1993. (31924/A/A)

TENDERS

ESSEX COUNTY COUNCIL

INVITATION TO TENDER FOR EDUCATION TRANSPORT

The County Council is seeking tenders from bus, coach and taxi operators to provide education transport in Mid Essex, North West Essex, South East Essex, South West Essex and West Essex education areas. Operators wishing to receive further information and tender documents should contact immediately: County Planner, Essex County Council, County Hall, Chelmsford, Essex CM1 1LF or telephone Chelmsford (0245) 492211 Extension 51588. Operators on the tender list should have received documents by 9th March 1993. Please telephone the above number if they have not been received by that date.

Completed tender documents must be received by 1500 hours on 30th March 1993. Tenders received after this date will not be considered.

R W Adcock
Chief Executive and Clerk

26 February 1993
(32007/A/TEN)

INVITING TENDERS?

The directors/owners of the Bus and Coach Companies who read Coach And Bus Week are looking to provide you with competitive and cost conscious quotes, while providing the best possible service.

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Yours sincerely

A G Buckland
Nottinghamshire County Council"

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To place your advertisement, or for further information please contact Louise Harrison on 0733 898111

ENGINEERS

PASSENGER TRANSPORT OFFICER

(Education Transport)

£21,237 to £24,984 pa

Based at County Hall, Aylesbury, we need someone with commercial awareness to take the lead in managing the Council's Education Transport service and advising the Education Authority on matters related to education transport policy and practice. You will be responsible for the daily transport of almost 20,000 children and students to and from schools and FE colleges.

You will have at least 5 years experience in the passenger transport or education administration industry with a thorough understanding of education transport requirements and the ability to liaise and communicate at all levels both orally and in writing. Familiarity with computer-based adminstrative systems and financial monitoring procedures would be advantageous.

Benefits include:-

- relocation package
- private medical insurance/executive health screening
- car lease/assisted car purchase scheme
- regular user allowance

For further information and recruitment pack please phone (0296) 382000 (answerphone outside office hours); if you wish to discuss aspects of the post in more detail please ask to speak to Roger Slevin.

Applications should be received no later than Monday 22nd March 1993. Interviews will be held on 31st March 1993.

BUCKINGHAMSHIRE COUNTY COUNCIL

An equal opportunity employer

(31913/A/A)

SCANCOACHES LTD

The manager in charge of our VIP fleet, the most prestigious in London, is leaving, and we need a professional

SALES MANAGER
(Private Hire)

The successful applicant will need to be a self-motivated, go-ahead person with a proven track record.

Applications will be treated in strictest confidence. Salary negotiable plus normal fringe benefits.

Please reply to:
V. Kokkila (Chairman)
SCANCOACHES Ltd
67/69 George Street, London W1P 5PJ

(31917/A/A)

Assaulted man retires

LANCASTER City Transport's longest-serving employee, Lawrence Jarvis, has had to retire on health grounds after being assaulted by a passenger. Mr Jarvis joined the then Morecambe & Heysham Corporation Transport Department in May 1959 as a conductor.

Two years later he became a seasonal driver and was promoted to permanent driver the summer after that. A presentation was made to Mr Jarvis at Heysham Road Bus Depot by Lancaster City Transport's managing director, Thomas Knowles on behalf of his friends in the LCT Social club.

CityBus post for Hilditch

LEICESTER CityBus has appointed Chris Hilditch as director of engineering services to replace **Jim Pearson**, who left because of unforeseen family commitments.

Mr Hilditch, 36, moves from British Bus subsidiary Midland Red North, where he was managing director until the end of last year.

His career in public transport began in 1974 as a student engineer with Leyland Motors, and he progressed through a variety of positions to being appointed chief engineer at Southend Transport in 1983.

He was promoted to engineering director by Southend in 1986 and left to join Midland Red North in 1988.

Mr Hilditch joins a five person management team at CityBus, led by his father, chairman **Geoffrey Hilditch**.

Boyes Thornes traffic manager

THORNES Motor Services of Bubwith, North Yorkshire, has appointed **John Boyes** traffic manager. He was formerly with Voyager International.

Mr Boyes, 40, joins the company after the collapse of the Voyager International Group which comprised Med International, Impact Holidays and Voyager International, where he was traffic manager charged with organising the transport operation of the Voyager fleet.

He takes on a new position at Bubwith, formerly covered by the company's managing director, **Philip Thornes**, and will be responsible for developing the Thornes Supreme British and Continental tour programme which is also offered by subsidiary Independent Coachways of Horsforth.

Mr Boyes worked for Ian Stockdale's Voyager International group for 15 years, having started with the company as continental driver and later managed the Ski International operation.

Stewart new Bear vice president

BEAR Automotive, vehicle diagnostics and wheel alignment specialist, is expanding its European operation with the appointment of a new vice president international, to be based in Strasbourg.

Bob Stewart, **who was previously VP International with Sun Electric in Chicago, will expand Bear's European operation rapidly while ensuring each national operation retains its identity. In the UK, Bear's operation, under managing director** Rodney Taylor, **continues to thrive: "The new appointment is a confirmation of Bear's commitment to Europe and to global growth. I believe the UK will benefit substantially from Bob's appointment as he brings tremendous international experience to Bear," Mr Taylor said.**

Director of logistics

REPLACEMENT exhaust system manufacturer and distributor Bainbridge has appointed Ronald Welsh (above) **to the board as director of logistics. Mr Welsh, 34, is responsible for regional and international distribution and his experience covers all aspects of logistics and distribution chain management.**

He succeeds Eric Pace, who was Bainbridge's director of operations for 25 years.

Mr Pace will work alongside Mr Welsh to provide expertise and support during the changeover and afterwards as property consultant, until his planned retirement at the end of 1993.

Sales executive

COMMERCIAL Exhausts Ltd of Warrington has a new sales executive, **Peter Hirst**. Previously with Bus Bits and More, Mr Hirst said his position would be to develop sales of the company's products with coach and bus operators throughout the UK.

COACH AND BUS WEEK
The PSV Industry's News Weekly ISSUE 55 MARCH 6 1993

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1992 J DAF SB2700 Auto Van Hool Alizee H, 51R/Toilet
1990 G DAF MB230LB Van Hool Alizee H, 51R/Toilet
1990 G DAF SB3000 Van Hool Alizee DH, 51R/Toilet
1990 G DAF SB2305 Van Hool Alizee DH, 51R/Toilet
1990 G DAF SB2305 DHTD Plaxton 3200LD, 53R
1989 F DAF MB230LT Van Hool Alizee SH, 49R/Toilet + Air Con
1989 F DAF MB230LT Plaxton 3500, 53R
1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
1989 G DAF SB2305 DHTD Plaxton 3200LD, 57
1989 F DAF SB2305 DHTD Plaxton 3200LD, 57
1988 E DAF MB230LB Van Hool Alizee H, 51R/Toilet
1988 E DAF MB230LB Van Hool Alizee SH, 53R/Toilet
1988 E DAF MB230LT Plaxton 3500, 53R/Toilet
1988 E DAF MB230LB Plaxton 3500, 53R
1988 F DAF SB3000 Van Hool Alizee DH, 51R/Toilet + Air Con
1988 E DAF SB3000 Van Hool Alizee DH, 51R/Toilet
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1988 E DAF SB2305 DHTD Duple 320SL, 57R
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1985 B DAF MB200 Duple Caribbean, 53R
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